

## APPENDIX CC-1

### TRANSPORTATION CONTROL NUMBER (TCN)

1. General. The TCN is a 17-character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. Except for a misdirected shipment, a retrograde shipment will not be re-shipped using the original TCN. A new TCN will be created each time a shipment enters the transportation pipeline. For shipments other than SEAVANs and personal property, the 17 digit TCN is essentially a four-part number composed of a Department of Defense Activity Address Code (DODAAC), Julian date, serial number, and suffix. The first three parts of the TCN for Military Standard Requisition and Issue Procedures (MILSTRIP) shipments are normally the requisition number, found on such documents as the DD Form 1348-1A, Issue Release/Receipt Document, DD Form 1149 Requisition and Invoice Shipping Document, or a contract. For most other shipments, the TCN is constructed in the same standard four-part format. The SEAVAN TCN (assigned by the Water Clearance Authority (WCA)/Ocean Cargo Clearance Authority (OCCA)) differs from the standard by inclusion of a voyage number instead of a Julian date and by using the suffix to identify container service payment responsibility and the container type. The personal property TCN has a totally unique construction derived from the sponsoring member's Service, social security number, shipment pickup/turn-in date, and the type of personal property being shipped. TCN construction for the various types of shipments is detailed in the paragraphs listed below:

Type of Shipment	Paragraph
a. Shipments in response to MILSTRIP requisitions (other than Security Assistance).	2
b. Security Assistance Foreign Military Sales (FMS)/Military Assistance Program (MAP) shipments.	3
c. Non-appropriated Fund Activity shipments.	4
d. Unit move shipments.	5
e. Shipments by the Defense Courier Service.	6
f. Shipments of mail from postal activities.	7
g. Cargo shipments (except personal property) not detailed previously.	8
h. Personal property shipments.	9
i. Shipment of a SEAVAN/MILVAN (TCN assigned by the clearance authority).	10
j. Channel air shipment of a 463L air pallet.	11

2. Shipments in Response to MILSTRIP Requisitions (other than Security Assistance).

Transportation Control and Movement		
TCN rp	Document (TCMD) rp	Explanation
1-14	30-43	Enter the 14 position (Record Position (rp) 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions, use any of the document numbers, but ensure the earliest Required Delivery Date (RDD) (if any) is reflected on the DD Form 1387, Military Shipment Label, and DD Form 1384, TCMD.
15	44	Enter the suffix code; if none, enter "X".
16	45	Enter the partial shipment code (see paragraph 11).
17	46	Enter the split shipment code (see paragraph 11).

3. Security Assistance (FMS/MAP) Shipments.

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions (permitted by Chapter 203, Section D.3), use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the DD Form 1387 and DD Form 1384.
15	44	Enter the suffix code; if none, enter "X".
16	45	Enter the partial shipment code (see paragraph 11).
17	46	Enter the split shipment code (see paragraph 11).

4. Non-appropriated Fund Activity Shipments.

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DODAAC of the consignee/ordering activity, if assigned; if not, enter the DODAAC of the facility where the consignee/orderer is located.
7	36	Enter the last digit of the calendar year shown on the purchase order or in which the shipment is made.
8-10	37-39	Enter the day-of-the-year shown on the purchase order, or when the TCN is constructed.

11	40	Enter the type shipment code from the following list: M - Service clubs and messes. W - Welfare and recreation (Special Services). N - All other non-Army and Air Force Exchange Service (AAFES)/Navy Resale System Office (NRSO) Non-appropriated Funds shipments. 0-9- AAFES/NRSO purchase orders or any alphanumeric except I, L, M, N, O, V, or W.
12-14	41-43	Enter the last three digits of the purchase order number or any alphanumeric, except I or O, for AAFES/NRSO shipment identification.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location. B - Second location. C - Third location. D-Z - Fourth through 23d locations (do not use the letters I, O, or X).
16	45	Enter the partial shipment code (see paragraph 11).
17	46	Enter the split shipment code (see paragraph 11).

5. Unit Move Shipments. TCNs for unit moves will be constructed as described in Appendix CC-4, Paragraph 5.

#### 6. Shipments by the Defense Courier Service.

TCN rp	TCMD rp	Explanation
1-3	30-32	Enter the letters "CTS".
4-6	33-35	Enter the identifier code for the air terminal at which the origin Courier Transfer Station (CTS) is located. If not collocated, enter the identifier code for the air terminal nearest the origin CTS.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year.
11	40	Enter the letter "X".
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, (e.g., A01, A02, A99, B01, B02, etc.)
15-17	44-46	Enter the letters "XXX".

## 7. Shipments of Mail from Postal Activities.

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the abbreviation or Zone Improvement Plan (ZIP) code (preceded by an 0) of the postal activity making the shipment; e.g., NYCPCC, FRFAMT, 009633.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year.
11	40	Enter the letter “X”.
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric; (e.g., A01, A02, A99, B01, etc.)
15-17	44-46	Enter the letters “XXX”.

## 8. Cargo Shipments (except personal property) Not Detailed Previously.

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DODAAC of the activity assigning the TCN.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year the TCN is assigned.
11	40	Enter alpha character (A-Z) to be selected by the shipper for tracking purposes. X is the default character. See Note 1.
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric; (e.g., A01, A02, A999, B01, B02, etc).
15	44	Enter the letter “X” unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location. B - Second location. C - Third location. D-Z - Fourth through 23d locations (do not use the letters I, O, or X).
16	45	Enter the partial shipment code (see paragraph 11).
17	46	Enter the split shipment code (see paragraph 11).

Note 1: For TCNs that begin with “N” or “V”, do not use “G” or “W”.

## 9. Personal Property Shipments.

TCN rp	TCMD rp	Explanation
1	30	Enter the code for the Service or Agency sponsoring (paying for) the shipment as indicated by the first position of the Transportation Account Code (see Appendix CC-7, paragraph 5a.).
2	31	Enter the last digit of the fiscal year in which the member/employee officially leaves his/her current duty station. If the shipment is not a result of transfer orders (e.g., early return of dependents, deserters), use the last digit of the fiscal year of shipment.
3-5	32-34	For Privately Owned Vehicles (POVs), enter the day-of-the-year of delivery to the original Port of Embarkation. For all other personal property, enter the day of the year the shipment is to be picked up from the member/employee or storage. <sup>1</sup>
6-14	35-43	Enter the member's/employee's social security number.
15	44	Enter the type shipment code from the following list: B - Unaccompanied baggage Direct Procurement Method (DPM) J - Unaccompanied baggage Through Government Bill of Lading (TGBL) H - Household goods (DPM) K - Household goods (TGBL) P - POV
16	41-43	Enter the partial shipment code (see paragraph 11).
17	46	Enter the split shipment code (see paragraph 11).

## 10. Shipment of a SEAVAN/MILVAN (TCN assigned by the clearance authority).

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DODAAC of the activity loading shipments into the SEAVAN/MILVAN.
7-10	36-39	Enter the last four positions of the voyage document number assigned during booking. Once assigned, do not change even if the SEAVAN actually moves on a different voyage (see Appendix EE 9 paragraph 2).
11	40	Enter the letter "V".
12-14	41-43	Enter the serial number assigned by the clearance authority or booking office.

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<sup>1</sup> To preclude duplication of TCNs, if multiple shipments of the same type (position 15) are to be picked up on the same day, for the same person, regardless of origin or destination, the shipments are documented as partial shipments (position 16).

15-16 44-45 The SEAVAN Service Codes provided by the clearance authority indicate the extent of service for which the ocean carrier is paid. Select codes from the following list and enter the origin service in position 15 (rp 44) and the destination service in position 16 (rp 45). When the ocean carrier's responsibility for movement begins or ends:

Code	Definition
K	At carrier's terminal (pier service).
L	In the commercial zone of the United States (U.S.) port city or, outside the U.S. within 10 miles of the port city limits. Certain port cities are divided into modified zones as listed in the Universal Service Contract and are assigned codes 1-9 instead of code L (local drayage).
1-9	In modified zones for certain port cities as defined in the Universal Service Contract. The number codes used correspond with zone numbers in the contract.
M	At any point not covered by codes K, L, or 1-9 (line haul).
P	Same as code M, except one or more stopoffs enroute to final destination have been booked with the ocean carrier. Does not apply to local deliveries performed at expense to the U.S. Government.
R	Linehaul booked to a contract other than the ocean contract, limited to Puerto Rico only.
S	Same as Code P, except that one or more scheduled stopoffs have been booked.
T	Same as Code L, 1-9, or M, except cargo is booked a "Through Shipment" under single factor rates.
U	Linehaul booked with one or more stopoffs to a contract other than an ocean contract, limited to Puerto Rico only.

TCN	TCMD	Explanation
rp	rp	
17	46	Enter the type of SEAVAN from the following list: 2 - Dry cargo 3 - Platform or flatbed 4 - Open top 5 - Refrigerated 6 - Top filling 7 - Insulated 8 - Open frame or rack 9 - Tank type X - Special or experimental A - High cube dry van (9 ft 6 in or higher) B - High cube refrigerated C - High cube insulated D - Trailer E - Dry rail car F - Reefer rail car

G - Garment container  
H - Rail flatrack

11. Channel air shipment of a 463L air pallet.

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DODAAC of the activity loading the shipments on the pallets.
7-10	36-39	Enter the last digit of the calendar year and the day or the julian date of the year TCN is assigned.
11-14	40-43	Enter the TCN serial number. In the first position, enter alpha character. Enter any alpha/numeric characters in the remaining three positions.
15-17	44-46	Enter "XXX".

12. Partial and Split Shipments. The partial and split shipment codes indicate whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Cargo identified by DI TU\_, as assemblies or sets, which must move together in a shipment unit are not divided into partial or split shipments. The partial and split shipment codes are required to ensure a 17 digit TCN is not duplicated. While the same letter codes are used for both partial and split shipment entries, the partial shipment entry (position 16, rp 45) is made by the shipper and the split shipment entry (position 17, rp 46) is made by the transshipper. The only time a shipper makes a split shipment entry is for shipments of vehicles with detached component parts as explained in Appendix CC-2. The assignment of partial and split shipment codes differ for surface and air shipments as explained in subparagraphs a and b below.

a. Assignment of partial and split shipment codes for surface movement (TCN positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for surface cargo provide a method to document separate increments of shipment units just like they do for air cargo.

(2) Surface Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to surface cargo, the shipper selects a partial shipment code from Paragraph 12.a.(4), for each increment of the shipment unit moved on a separate conveyance. The shipper enters the selected partial shipment code in position 16 (rp 45) of the TCN and enters the letter "X" in position 17 (rp 46), except as indicated in Paragraph 12 for detached component parts of vehicles.

(b) Partial shipment codes used for surface shipments; see examples in Paragraph 12.a.(4) (I and O are omitted and X is used only for shipments which have not been separated into partials).

(3) Split Shipment Code (TCN position 17, rp 46). As indicated in Paragraph 12.a.(2)(a), the shipper enters the letter “X” in position 17 (rp 46) of the TCN. The transshipper does not alter the TCN unless it is necessary to split the shipment unit and move it onward by more than one conveyance. Such a split includes loading into more than one SEAVAN/MILVAN/Roll On/Roll Off, but stowage in multiple holds on the same ship is indicated by separate manifest entries showing stow location, not a split TCN. When splitting the shipment unit, the transshipper selects a code from Paragraph 12.a.(4) below, and enters it in position 17 (rp 46) of the TCN.

(4) Partial and split shipment codes used for surface shipments; see examples in Paragraph 12.a.(5) below. (I and O are omitted). X is used only for shipments which have not been separated into partials or splits.

Code	Shipment Increment
X	Entire shipment unit moved together
A	1st increment of a partial or split shipment
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22nd



Z        23rd increment of a partial or split shipment.<sup>2</sup>

(5) Examples of partial and split shipment code assignment for surface movement:

(a)    A shipment unit moving as a complete unit from the origin shipper	TCN Position 16/17 XX
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(b)    A shipment unit partialled into three increments for movement from the shipper

1st partial	AX
2d partial	BX
3d partial	CX

(c)    A complete shipment unit (XX) split into three increments by the surface transshipper

1st partial	XA
2d partial	XB
3d partial	XC

(d)    A partial shipment unit (AX) from the origin shipper that is split into three increments by the surface transshipped

1st split of partial A	AA
2d split of partial A	AB
3d split of partial A	AC

b. Assignment of Partial and Split Shipment Codes for Air Movement (TCN Positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for air cargo provide a method to document separate increments of shipment units just like they do for surface cargo. In addition, the codes are used for actual piece control in the air system.

(2) Air Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to air cargo, the shipper selects a partial shipment code from Paragraph 12.b.(2)(b) below, for each increment of the shipment unit moved on a separate

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<sup>2</sup> If the shipment unit is divided into more than 23 partial or split increments, except for ammunition and explosives, or shipments under the Security Assistance Program (FMS/MAP), an additional TCN is constructed according to the procedures in Paragraph 8., above. That additional TCN, with partials or splits as necessary, is used for the 24th and each subsequent increment. Precise controls necessary on ammunition, explosives, and FMS/MAP shipments restrict the assignment of additional TCNs. If shipments of ammunition or explosives, under the FMS/MAP program exceed 23 increments, an additional document number suffix is obtained from the inventory control point or for FMS, the responsible International Logistics Control Office, and a TCN constructed as outlined in Paragraph 3, above.

conveyance. In addition, by assigning each 23 pieces (or fraction thereof) a separate partial shipment code, the shipper ensures no increment (partial) contains more than 23 pieces. Limiting each increment (partial) to 23 pieces allows the transshipper to assign a split shipment code to each piece. The shipper enters the selected partial code in position 16 (rp 45) of the TCN and (except as indicated in Paragraph 12 for detached component parts of vehicles) enters the letter “X” in position 17 (rp 46).

(b) Partial shipment codes used for air shipments; see examples in paragraph 12.b.(4) (I and O are omitted, X is used only for shipments which have not been separated into partials).

Code	Shipment Increment
X	Complete shipment unit not separated into increments (and containing 23 pieces or less)
A	1st increment of a partial shipment (and containing 23 pieces or less)
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22nd
Z	23rd increment (see Note 2, Paragraph 12.a.(4)).

(3) Split shipment code (TCN position 17, rp 46).

(a) As indicated in Paragraph 12.b (2)(a), the shipper enters the letter “X” in position 17 (rp 46) of the TCN. Whenever the air shipment contains more than one piece, the transshipping air terminal entering the shipment into the air system selects a split shipment code from Paragraph 12.b (3)(b), and (on the air manifest documents only) enters it in TCN position 17 (rp 46) instead of the letter “X”.

(b) Split shipment codes used for air shipments; see examples in Paragraph 12.b.(4). (I and O are omitted). X is used only for shipments which have only one piece.

Code	Shipment Increment
X	Complete shipment unit consisting of only one piece
A	1st piece of a shipment unit containing multiple pieces
B	2d piece
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d piece of a shipment unit

(c) Examples of partial and split shipment code assignment for air movement:

TCN Position 16/17

<u>1</u>	A shipment unit consisting of only one piece	XX
<u>2</u>	A shipment unit consisting of three pieces:	
1	As it leaves the shipper	XX
2	As it leaves the air terminal:	
	1st piece	XA
	2d piece	XB
	3d piece	XC
<u>3</u>	A shipment unit as it leaves the shipper partialled into three increments:	
	1st increment	AX
	2d increment	BX
	3d increment	CX

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## **APPENDIX CC-2**

### **TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT (TCMD)/ DATA PREPARATION**

1. This Appendix contains DD Form 1384, Transportation Control and Movement Document (TCMD) preparation instructions for the various types of shipments in the Defense Transportation System. The basic requirements for preparation of the TCMD are detailed in Chapter 203, Paragraph D.16. The required TCMD entries for the various types of shipments are determined by referring to the decision table in Figure CC-2-1. Instructions for obtaining, selecting, and/or constructing the various data entries on TCMDs are detailed in the explanatory notes of Figures CC-2-2 through CC-2-18 and in Chapter 203 Section D. While all of the formats contain the same basic information about a shipment, the automated format is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated data.

2. Certain rules apply to all TCMD entries.

a. Unless otherwise stated in Figures CC-2-2 through CC-2-24, all data fields are filled by using zeros if necessary.

b. All quantities are stated in whole numbers. Fractions or decimals are rounded to the next higher whole number.

c. If obtaining exact information will delay transmission of advance TCMDs beyond the time requirements listed in Chapter 203, Figures 203-3 and 203-5, estimated weight and cube may be used for personal property shipments and shipments from vendors. Whenever using estimated weight or cube, enter "EEEE" in block 22/column 44a (Record Position (rp) 68-71) instead of the number of pieces.

d. Data entries are compiled in numeric/alphabetic order using the third position of the document identifier (DI) for each shipment unit.

(1) For single shipment units, trailer data entries (T\_5 through T\_9) immediately follow the prime data entry T\_0/1 through T\_4 to which they apply.

(2) For consolidated shipments, the prime data entries (T\_4) with related trailer data entries (T\_5 through T\_9) immediately follow the consolidation container prime data entries (T\_2/T\_3) and related data (T\_9).

3. Certain types of shipments are exceptions to the normal TCMD preparation rules or have other special requirements.

a. Detached component parts moving with a vehicle are documented on a TCMD as a separate shipment unit by use of the split shipment indicator.

b. SEAVAN shipments moving to a Water Port of Embarkation under terms of the Universal Service Contract, and not on a bill of lading, require an additional TCMD prepared as detailed in Figure CC-2-5. In addition to the entries shown in Figure CC-2-5, the van number and seal number prefixed by “VN” and “SN” respectively, are entered in block 21 of the additional DD Form 1384. In accordance with Code of Federal Regulations, Title 49, Transportation, when hazardous and non-hazardous material (HAZMAT) are listed on these SEAVAN TCMDS, the HAZMAT content records, i.e., T\_4 records with hazardous water commodity codes and their accompanying T\_6, T\_7, and T\_9 records must be listed first.

## DECISION TABLE FOR TCMD PREPARATION

When preparing a TCMD, determine which data entries are required by referring to this Decision Table. For every listing in Column A that applies, complete the documents described in the figures listed in column B. Every shipment unit must have at least one prime entry (T\_0, T\_1, T\_2, T\_3, or T\_4).

### Column A

If the shipment is:

### Column B

Then a TCMD entry is prepared for every applicable category listed in column A by following the instructions in each figure listed for the various document identifiers in column B.

	T_0/1	T_2	T_3	T_4	T_5	T_6	T_7	T_8	T_9
1. A single shipment unit:									
a. Not in a consolidated container.	CC-2-2					CC-2-10			
b. In any consolidation container.				CC-2-8					
c. Outsized.					CC-2-9				
d. HAZMAT:									
(1) Ammunition or explosives.						CC-2-10	CC-2-11		CC-2-16
(2) All other HAZMAT.						CC-2-10			CC-2-16
e. A Government vehicle, trailer, wheeled gun, or aircraft.					CC-2-9				
f. Personal property:									
(1) Consigned to civil address.								CC-2-12	CC-2-17
(2) Unaccompanied baggage belonging to Temporary Duty (TDY) United States Air Force (USAF) personnel.								CC-2-12	CC-2-17
2. Made through the Defense Courier Service (DCS).	CC-2-3					CC-2-10			
3. A Roll On/Roll Off (RORO) trailer (containing cargo).		CC-2-4				CC-2-10			
4. A loaded 463L air pallet for channel air.		CC-2-6				CC-2-10			CC-2-13
5. A SEAVAN/MILVAN (containing cargo).		CC-2-5				CC-2-10			CC-2-14
a. With stop-offs enroute.									CC-2-15

**Figure CC-2-1. Decision Table for TCMD Preparation**

6. A Container Express (CONEX) unitized pallet, or other consolidation container, other than a SEAVAN, MILVAN, or RORO.			CC-2-7			CC-2-10			
7. An empty SEAVAN, MILVAN, or CONEX.	CC-2-2								CC-2-14
8. Anything requiring additional information not listed above.									CC-2-13

**Figure CC-2-1. Decision Table for TCMD Preparation (Cont'd)**



**Prime Data TCMD Entries for Single Shipment Units (DI T\_0/I)  
(including empty SEAVAN/MILVAN/CONEX)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three-position code. The first position is always T. The second and third digits are selected from the list in Appendix DD-5.
4-8	2	Enter the trailer, van, or container number, if any, as explained in Appendix EE-3. If none, leave blank. For air shipments, enter the Federal Stock Classification (FSC) in rp 5-8. Leave rp 4 blank. For Army shippers, the Army Airlift Clearance Authority will provide FSC data to the United States Transportation Command.
9-14	3	Enter the Department of Defense Activity Address Code (DODAAC) of the consignor. The in-the-clear address maybe added on the DD Form 1384.
15-19	4	Enter the applicable air commodity code from Appendix DD-1, or water commodity code from Appendix DD-12.  For water, enter a five-position code. For air, enter a two-position code in rp 18-19. For short shelf-life items, enter one of the following codes in rp 15: “K” for General Services Administration (GSA)-managed sealants/adhesives, “M” for medical items, or “X” for all other short shelf-life items.
20	5	For air, enter a code from Appendix DD-3.
21-23	6	Enter the appropriate aerial or water port identifier code from Appendix DD-4 or DD-14.
24-26	7	Enter the appropriate aerial or water port identifier code from Appendix DD-4 or DD-14.
27	8	Enter the mode/method code from Appendix DD-8 for movement from the origin to the Port of Embarkation (POE).
28-29	9	Enter type pack code from Appendix EE-7.
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter DODAAC of the consignee. The in-the-clear address maybe added on the DD Form 1384. For personal property, identify the military activity responsible for receiving/processing the shipment at destination.
53	12	Enter the transportation priority.
54-56	13	Enter the Required Delivery Date (RDD) or expedited handling or transportation signal, if any (Chapter 203, Paragraph D3).
57-59	14	Enter the project code, if any. (Chapter 203, Paragraph D4).
60-62	15	Enter the code for the date the shipment moved to the POE from Appendix EE-4.

**Figure CC-2-2. Prime Data TCMD Entries for Single Shipment Units (DI T\_0/I)  
(including empty SEAVAN/MILVAN/CONEX)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
63	16	Enter the Estimated Time of Arrival (ETA) code from Appendix DD-6.
64-67	17	Enter the shipment unit Transportation Account Code (TAC).
68-71	22	Enter total number of pieces in shipment unit. (Chapter 203, Paragraph D.7). When shipping a Government vehicle, trailer, wheeled gun, or aircraft with BII, see footnote 7, Figure CC-2-8.
72-76	23	Enter total weight of shipment unit. (Chapter 203, Paragraph D.7).
77-80	24	Enter total cube of shipment unit. (Chapter 203, Paragraph D.7).

**Figure CC-2-2. Prime Data TCMD Entries for Single Shipment Units (DI T\_0/I)  
(including empty SEAVAN/MILVAN/CONEX) (Cont'd)**

### Prime Data TCMD Entries for Single Shipments by DCS

Prime Data	DD Form 1384	
rp	<u>Block</u>	<u>Procedure</u>
1-3	1	Enter TC 1.
4-8	2	Leave rp 4 blank and enter the FSC in rp 5-8.
9-14	3	Enter Courier Transfer Station (CTS) plus the Aerial Port of Embarkation (APOE) air terminal identifier code.
15-17	4	Leave blank.
18-19	4	Enter the air commodity code from Appendix DD-1.
20	5	Enter a code selected from Appendix DD-3.
21-23	6	Enter the APOE air terminal identifier code (see Appendix DD-4).
24-26	7	Enter the Aerial Port of Debarkation (APOD) air terminal identifier code (see Appendix DD-4).
27	8	Enter 9 if CTS and APOE are collocated; otherwise, enter X.
28-29	9	Enter type pack code from Appendix EE-7.
30-46	10	Enter the Transportation Control Number (TCN). (see Appendix CC-1, Paragraph 6).
47-52	11	Enter CTS plus the APOD air terminal identifier code.
53	12	Enter the transportation priority.
54-56	13	Enter the RDD or expedited handling or transportation signal, if any. (see Chapter 203, Paragraph D3).
57-59	14	Leave blank.
60-62	15	Enter the Greenwich Mean Time code from Appendix EE-4 for the date shipment released to the APOE.
63	16	Enter the ETA code from Appendix DD-6.
64-67	17	Enter 0003.
68-71	22	Enter total pieces in shipment unit.
72-76	23	Enter total weight of shipment unit.
77-80	24	Enter total cube of shipment unit.

**Figure CC-2-3. Prime Data TCMD Entries for Single Shipments by DCS**

### Prime Data TCMD Entries for Loaded RORO Trailers (DI T\_2)

Prime Data	DD Form 1384	Block	Procedure
1-3	1		Enter three-position code. The first position is always T. The second position is selected from Appendix DD-5. For RORO trailers, the third position is two.
4-8	2		Enter the number of the RORO trailer from Appendix EE-3.
9-14	3		Enter the DODAAC of the loading activity. In-the-clear text maybe added on the DD Form 1384.
15-19	4		For trailers containing more than one commodity; if any is HAZMAT, prepare the TCMD as explained in Figure CC-2-5, Footnote 1. For all others, enter the applicable commodity code as follows:  <u>Water.</u> Enter the five-position code from Appendix DD-12, for the commodity with the greatest cube.  <u>Air.</u> Enter the two-position code from Appendix DD-1, for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA-managed sealants/adhesives, M for medical items, or Z for any other commodity with limited shelf life in rp 15.
20	5		For air shipments, enter a code selected from Appendix DD-3.
21-23	6		Enter the appropriate POE air or water port identifier code from Appendix DD-4 or DD-14.
24-26	7		Enter the appropriate Port of Departure air or water port identifier code from Appendix DD-4 or DD-14.
27	8		Enter the mode/method code by which the loaded RORO will be delivered to the POE from Appendix DD-8. If loaded at the POE, leave blank.
28-29	9		Enter type pack code RT.
30-46	10		Enter the shipment unit TCN.
47-52	11		Enter the DODAAC for the RORO consignee. In-the-clear text maybe added on the DD Form 1384.
53	12		Enter the highest transportation priority contained in the loaded RORO.
54-56	13		Enter the earliest RDD assigned to any shipment unit loaded in the RORO or highest expedited handling or transportation signal.
57	14		If RORO contents for a single consignee, enter S; if for multiple consignees, enter M.

**Figure CC-2-4. Prime Data TCMD Entries for Loaded RORO Trailers (DI T\_2)**

DD		
Form		
Prime	1384	
Data rp	<u>Block</u>	<u>Procedure</u>
58-59	--	Enter the total number of shipment units loaded in the RORO. If more than 99, enter XX and list the total number in a T_9 entry.
60-62	15	Enter the date code from Appendix EE-4 for the day the RORO is expected to be released for movement to the POE. If loaded at the POE, leave blank.
63	16	Enter code for ETA at the POE from Appendix DD-6. If loaded at the POE, leave blank.
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of RORO and its contents preceded by zeros if less than five digits.
77-80	24	Enter gross cube of RORO preceded by zeros if less than four digits.

**Figure CC-2-4. Prime Data TCMD Entries for Loaded RORO Trailers (DI T\_2) (Cont'd)**

### Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T\_2)

Prime Data	DD Form 1384	
rp	<u>Block</u>	<u>Procedure</u>
1-3	1	Enter three-position code. The first position is always T. The second position is selected from Appendix DD-5. For MILVAN/SEAVAN, the third position is two.
4-8	2	Enter the last five digits of the SEAVAN/MILVAN number. (see Appendix EE-3).
9-12	3	Enter the SEAVAN ownership code from the SEAVAN. If there is no ownership code on the SEAVAN, enter "XXXX" and list the clear text name of the SEAVAN owner in the last miscellaneous entry (T_9).
13-14	3	Enter the length, in feet, of the van used.
15-17	4	Enter the appropriate commodity code from Appendix DD-12. For vans containing more than one commodity, use the code for the commodity with the greatest cube. <sup>1</sup> In the T_2 entries, descriptive data is not required for not otherwise stated (NOS) commodities. Enter the applicable code from the following list: <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 45%;"> 130 Subsistence, chill NOS  192 Subsistence, freeze NOS  40X Ammunition/Explosives  610-614 Mail  70D Consumer commodity ORM-D  700 General cargo NOS </div> <div style="width: 45%;"> 135 Chill, other than subsistence NOS  195 Freeze, other than subsistence NOS  500 Subsistence NOS  690-692 Empty containers  70X HAZMAT other than 40X and 70D  894 Vehicles, NOS </div> </div>
18-19	4	Enter type cargo/special handling code from Appendix DD-13.
20	5	Leave blank.
21-23	6	Enter POE water port identifier code from Appendix DD-14.
24-26	7	Enter Port of Debarkation (POD) water port identifier code (Appendix DD-14).
27	8	Enter the mode/method code for movement to the POE from Appendix DD-8. If the van is loaded at the POE, leave blank.
28-29	9	Enter the type pack code from Appendix EE-7.
30-46	10	Enter the SEAVAN/MILVAN TCN (Appendix CC-1, Paragraph 10).
47-52	11	Enter the DODAAC of the van consignee. For stopoffs, show intermediate consignee(s) and final consignee in T_9 data.

**Figure CC-2-5. Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T\_2)**

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<sup>1</sup> In accordance with CFR, Title 49, when hazardous and nonhazardous materials are listed on a SEAVAN/MILVAN TCMD, the HAZMAT content records, T\_4 with accompanying T\_6, T\_7, and T\_9 records must be listed first. The DI code is TE2 for ammunition and explosives, TX2 for ORM-D not loaded with any other HM or TJ2 for all other HM.

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
53	12	Enter the highest transportation priority of any shipment unit loaded in the van.
54-56	13	Enter the earliest RDD of any shipment unit in the van or highest expedited handling or transportation signal.
57	14	Enter code for single or multiple consignees and method of delivery from the following list:  S      Single consignee at a single destination. M      Multiple consignees via a breakbulk point for distribution to the appropriate consignees. C      Multiple consignees via a centralized receiving point for distribution to the ultimate consignees. 1-9    Multiple consignees via stopoffs. Enter the number of stopoffs, excluding the final consignee.
58-59	14	Enter the total number of shipment units loaded in the van. If more than 99, enter XX and show the number of shipment units loaded in T_9 data entries.
60-62	15	Enter the code for the date the van will be released for movement to the POE from Appendix EE-4. If the van is loaded at the POE, leave blank.
63	16	Enter the code for the ETA at the POE from Appendix DD-6. If the van is loaded at the POE, leave blank.
64-67	17	Enter the van cubic capacity in whole cubic feet as listed on the van, preceded by zeros, if less than four digits.
68-71	22	For MILVANS, enter 0001; for SEAVANs, enter total number of pieces preceded by zeros, if less than four digits.
72-76	23	For MILVANS, enter the total weight of the van and its contents. For SEAVANs, enter only the total weight of the contents of the van preceded by zeros, if less than five digits.
77-80	24	For MILVANS, enter the outside cube of the van. For SEAVANs, enter the total cube of the van contents preceded by zeros, if less than four digits.

**Figure CC-2-5. Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)  
(DI T\_2) (Cont'd)**

### Prime Data TCMD Entries for Loaded Channel Air 463L Air Pallets (DI T\_2)

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1	Enter three position code. The first position is always T. The second position is selected from Appendix DD-5 paragraph 2. For channel air 463L pallets, the third position is 2.
4-8	2	Blank.
9-14	3	Enter the DODAAC of the loading activity. In-the-clear text may be added on the DD Form 1384.
15-19	4	
15-17		Blank.
18		Enter the code from Appendix DD-1, paragraph 2.
19		Blank.
20	5	Enter the air dimension code from Appendix DD-3.
21-23	6	Enter the appropriate channel APOE identifier code from Appendix DD-4.
24-26	7	Enter the appropriate channel APOD identifier code from Appendix DD-4.
27	8	Enter the appropriate mode/method of shipment code from Appendix DD-8.
28-29	9	Enter the type pack code "LP".
30-46	10	Enter the air pallet TCN, in accordance with Appendix CC-1, paragraph 11.
47-52	11	Enter the DODAAC for the channel air 463L pallet consignee. In-the-clear text may be added on the DD Form 1384.
53	12	Enter highest transportation priority contained in the loaded channel air 463L pallet.
54-56	13	Enter the earliest RDD assigned to any shipment unit loaded on the channel air 463L pallet or the highest expedited handling.
57-59	14	Enter the project code. If material contains more than one project code, enter highest priority JCS project code. If no project code applies, zero fill.
60-62	15	Enter the date shipped code from Appendix EE-4, for the day the channel air 463L pallet is expected to be released for movement to the channel POE.
63	16	Enter the code for ETA at the channel APOE from Appendix DD-6.
64-67	17	Enter the transportation account code (TAC).
68-71	22	Enter "0001".
72-76	23	Enter total weight of channel air 463L pallet and its contents, preceded by zeros if less than five digits.
77-80	24	Enter total cube of channel air 463L pallet and its contents.

**Figure CC-2-6. Prime Data TCMD Entries for Loaded Channel Air 463L Air Pallets (DI T\_2)**



**Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1	Enter three-position code. First position is T. Select the second position from the list in Appendix DD-5. For consolidation containers, the third position is always three.
4-8	2	Enter the number marked on the consolidation containers. <sup>2</sup> (see Appendix EE-3).
9-14	3	Enter the DODAAC of the activity loading the consolidation container in a RORO, MILVAN, or SEAVAN. In-the-clear text may be added on DD Form 1384.
15-19	4	Enter the applicable commodity code as follows:  For water, enter the five-position code (Appendix DD-12) for the commodity with the greatest cube.  For air, enter the two-position code (Appendix DD-1) for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA-managed sealants/adhesives, M for medical items, or Z for all others.
20	5	For air shipments, enter code (Appendix DD-3).
21-23	6	Enter the appropriate POE air or water port identifier code (Appendix DD-4 or DD-14).
24-26	7	Enter the appropriate POD air or water port identifier code (Appendix DD-4 or DD-14).
27	8	Enter the mode/method code for movement of the consolidation container to the POE (Appendix DD-8). For consolidation containers loaded at the POE, leave blank.
28-29	9	Enter the type pack code (Appendix EE-7).
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DODAAC for consignee of the consolidation container. In-the-clear text may be added on DD Form 1384.
53	12	Enter the highest transportation priority for any shipment unit loaded in the consolidation container.
54-56	13	Enter the earliest RDD for any shipment unit loaded in the consolidation container or highest expedited handling or transportation signal.

**Figure CC-2-7. Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3)**

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<sup>2</sup> When a consolidation container is loaded in the RORO, MILVAN, or SEAVAN, the following entries apply:

4-8	2	Enter the RORO, MILVAN, or SEAVAN number.
9-14	3	Enter the consolidation container number.

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
57-59	14	Enter the project code, if any. (Chapter 203, Paragraph D4).
60-62	15	Enter the code for the date the shipment will be released for movement to the POE (Appendix EE-4).
63	16	Enter the ETA code (Appendix DD-6), for consolidation containers loaded on an RORO, MILVAN, or SEAVAN. <sup>3</sup>
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of the consolidation container and its contents, preceded by zeros if less than five digits.
77-80	24	Enter the gross cube of the consolidation container, preceded by zeros if less than four digits.

**Figure CC-2-7. Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3) (Cont'd)**

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<sup>3</sup> When consolidation containers are loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

- |    |     |  |
|----|-----|--|
| 63 | 16  | Enter one of the following codes to indicate if individual shipment units are to be delivered to the RORO, MILVAN, or SEAVAN consignee or at stopoff points: |
|    | X   | There are no stopoffs.   |
|    | 1   | Deliver at first stopoff.  |
|    | 2   | Deliver at second stopoff.   |
|    | 3,4 | Deliver at third, fourth, etc., stopoff.   |
|    | Z   | Deliver at final destination.  |

**Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers  
(DI T\_4)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1/32	Enter a three-position code. The first position is always T. The second and third positions are selected from the list in Appendix DD-5. On advance TCMDs for shipment units loaded in a consolidation container, the third position is always four.
4-8	2/33	Enter the number of the channel air 463L pallet, RORO trailer, SEAVAN/MILVAN, or other consolidation container as explained in Appendix EE-3. The number entered is always identical to rp 4-8 (block 2) of the corresponding T_2 or T_3 entry. <sup>4</sup>
9-14	3/34	Enter the DODAAC of the consignor of the actual shipment unit loaded in the channel air 463L pallet, RORO trailer, SEAVAN, MILVAN or other consolidation containers. The clear text may be added on DD Form 1384.
15-19	4/35	Enter the applicable commodity code for the mode of overseas movement (Appendix DD-1 for air shipments or Appendix DD-12 for water shipments). (See Footnote 1, Figure CC-2-5).  For air shipments, rp 15-17 are left blank except for short shelf-life items; for these items, enter one of the following codes in rp 15:  K - GSA-managed sealants/adhesives M - Medical items Z - All others
20	5/36a	For air shipments, enter the appropriate code (Appendix DD-3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (Appendix DD-4 or Appendix DD-14).
24-26	7/36	Enter the appropriate air or water POD identifier code (Appendix DD-4 or Appendix DD-14).
27	8/38	Enter the code for the mode/method of movement to the POE (Appendix DD-8).
28-29	9/39	Enter the code for the type of pack (Appendix EE-7).
30-46	10/40	Enter the TCN for the shipment unit. (Appendix CC-1).
47-52	11/41	Enter the DODAAC of the ultimate consignee.

**Figure CC-2-8. Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T\_4)**

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<sup>4</sup> For shipment units in consolidation containers also loaded in RORO/SEAVAN/MILVAN, the prime data T\_4 entries are changed as follows:

4-8	2/33	Enter the RORO/SEAVAN/MILVAN number from the prime data T_2 entry.
9-14	3/34	Enter the number marked on the consolidation container. (See EE-3.) Leave rp 14 blank.

	DD Form 1384	
Prime Data	<u>rp</u>	<u>Block</u> <u>Procedure</u>
53	12/42	Enter the transportation priority for the shipment unit (see Chapter 203, Paragraph D2).
54-56	13/43	Enter the RDD or expedited handling or transportation signal, if any (see Chapter 203, Paragraph D3).
57-59	14/43	Enter the project code for the shipment unit, if any (see Chapter 203, Paragraph D4).
60-62	15/43	Enter the code for the date of release for movement of the shipment unit to the POE (Appendix EE-4).
63	16/43	Enter the code for the estimated time of arrival at the POE <sup>5</sup> from Appendix DD-6.
64-67	17/41	Enter the Transportation Account Code (TAC) from the shipping document or as determined from the Master TAC Reference Table or other source.
68-71	22/44	Enter the number of pieces for the shipment unit. If greater than 9999, see Chapter 203, Paragraph D7.
72-76	23/44	Enter the total weight of the shipment unit. If greater than 99,999, see Chapter 203, Paragraph D7.
77-80	24/44	Enter the total cube of the shipment unit. If greater than 9999, see Chapter 203, Paragraph D7.

**Figure CC-2-8. Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T\_4) (Cont'd)**

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<sup>5</sup> For all shipments in SEAVANS or MILVANS, the prime data T\_4 entries are changed as follows:

63	16/43	Enter a code indicating if the shipment unit is to be delivered at a particular stopoff point, or at the final destination of the SEAVAN or MILVAN. Select the code from the following list
	<u>Code</u>	<u>Explanation</u>
	X	There are no intermediate stopoffs.
	1	Deliver this shipment unit at first stopoff point.
	2,3	Deliver this shipment unit at the second, third, etc., stopoff point.
	Z	Deliver this shipment unit at the final destination of the SEAVAN or MILVAN.

## Trailer Data TCMD Entries (DI T\_5) for All Vehicles, Unit Movement, Pre-Positioned and Outsize General Cargo Requirements

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the corresponding prime data entry. For shipments with outsize dimensions the third position is always five. For shipments of vehicles to Central and South America, T_5 entries are changed as shown in footnote below. <sup>6</sup>
4-8	33	Enter the trailer, van or container number from the prime data entry.
9-14	34	For Government vehicles, trailers, wheeled/tracked guns, and aircraft; enter the model or abbreviated nomenclature. For all other items, leave blank.
15-19	35	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter BII in rp 15-17 and the number of pieces of BII per vehicle in rp 18-19; e.g., BII 00 for no pieces, BII 02 for two pieces, etc. For all other items, enter the commodity code from the prime data entry.
20	36a	For air shipments enter the air dimension code (Appendix DD-3).
21-23	36b	Enter the POE identifier code from the prime data entry.
24-26	37	Enter the POD identifier code from the prime data entry.
27	38	Enter the mode/method code from the prime data entry.
28-29	39	Enter the type pack code from the prime data entry.
30-46	40	Enter the TCN from the prime data entry.
47-52	41	Enter the consignee DODAAC from the prime data entry.
53	42	Enter the transportation priority from the prime data entry.
54-59	43	Enter the length of the item, in inches, followed by the letter L. If less than five digits, left zero fill.
60-63	43	Enter the width, in inches, followed by the letter W. If less than three digits, left zero fill.
64-67	43	Enter the height, in inches, followed by the letter H. If less than three digits, left zero fill.

**Figure CC-2-9. Trailer Data TCMD Entries (DI T\_5) for All Vehicles, Unit Movement, Pre-Positioned and Outsize General Cargo Requirements**

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<sup>6</sup> For shipments of vehicles to Central and South America, a TV9 trailer entry indicating the vehicle make and year in rp 54-79 (blocks 43 and 44) is required. In addition, the TV5 entries are changed as follows:

9-14	34	Enter the model instead of the nomenclature.
------	----	--

Prime	DD	
Data	Form	
1384		
rp	<u>Block</u>	<u>Procedure</u>
68-71	44	Enter the number of pieces to which the dimensions apply. <sup>7</sup> If less than four digits, left zero fill. If greater than 9999, see Chapter 203, Paragraph D7.
72-76		Enter weight of one piece. If less than five digits, left zero fill. If greater than 99,999, see Chapter 203, Paragraph D7.
77-80		Enter the cube of one piece. If less than four digits, left zero fill. If greater than 9999, see Chapter 203, Paragraph D7.

**Figure CC-2-9. Trailer Data TCMD Entries (DI T\_5) for All Vehicles, Unit Movement, Pre-Positioned and Outsize General Cargo Requirements (Cont'd)**

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<sup>7</sup> For shipments of Government vehicles, trailers, wheeled/tracked guns, and aircraft, the TV5 entries are changed as follows:

68-80	44	For single vehicle shipment units, enter the serial number. For multiple vehicle shipments, leave blank.
-------	----	--

**Trailer Data TCMD Entries for Ammunition Round Count, HAZMAT, Stock Number, and International Maritime Organization (IMO) Classification (DI T\_6)**

Prime Data rp	DD Form 1384	<u>Block</u> <u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is the same as the second position of the prime data entry. For shipments of ammunition, explosives, and other HAZMAT, the third position is six. For nonhazardous material, see rp 54-66 below, before generating a T_6 record.
4-8	33	Same as the prime data entry.
9-14	34	For HAZMAT other than ammunition, leave blank. For ammunition shipments, enter the total round count in the shipment unit. If the quantity exceeds 999,999, enter the number in thousands followed by the letter M. If the quantity exceeds 999,999, and is not shipped in units of 1,000, enter the number in units of thousands followed by an M and indicate the total round count in rp 54-79 (block 43/44) of an accompanying T_9 entry. In all cases, left zero-fill the field.
15-19	35	Enter the code from the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter the National Stock Number (NSN). If the NSN is not known, enter NNSN (no national stock number) in rp 54-57 and leave the balance of the field blank. When multiple line items are consolidated and the consolidation container is not comprised of 51 percent or more by weight of a single NSN, a T_6 record will not be generated. T_6 records are not required for personal effects, i.e., Household Goods (HHGs), baggage, and Privately Owned Vehicles (POVs), and other material for sale in stores, and material which is not covered by NSNs.
67-80	44	For nonhazardous material, enter the abbreviated nomenclature of the item listed in rp 54-66.

**Figure CC-2-10. Trailer Data TCMD Entries for Ammunition Round Count, HAZMAT, Stock Number, and International Maritime Organization (IMO) Classification (DI T\_6)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
67-70	44	For ammunition and explosives, enter the Department of Defense Identification Code (DODIC). (see Chapter 203, Paragraph D.15.a (5)). For other HAZMAT, enter the letters IMCO.
71-72		Enter the two-digit United Nations (UN) class and division number, including the decimal fraction from International Maritime Dangerous Goods Code (IMDGC), CFR Title 49.
73		Leave blank.
74-75		Enter UN or NA.
76-79		Enter the four-digit UN or North American (NA) identification number from the IMDGC, CFR Title 49 172.102/2, or other source publication.
80		For ammunition and explosives, enter the compatibility group code from IMDGC or CFR Title 49 172.102 (i.e., the letter following the IMDGC class and division number). For all other HAZMAT, leave blank.

**Figure CC-2-10. Trailer Data TCMD Entries for Ammunition Round Count, HAZMAT, Stock Number, and International Maritime Organization (IMO) Classification (DI T\_6)  
(Cont'd)**



## Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T\_7)

Prime	DD	
Data	Form	
rp	1384	
	<u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is seven.
4-8	33	Same as the prime data entry.
9-14	34	Enter the NEW for Class 1.1, 1.2, 1.3 and 1.4 explosives.
15-19	35	Same as the prime data entry (see Footnote 1, Figure CC-2-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-67	43	Enter the lot number. <sup>8</sup>
68-71	44a	Enter the number of pieces for this lot number. If greater than 9999, see Chapter 203, paragraph D7.
72-76	44b	Enter the weight for this lot number. If greater than 99,999, see Chapter 203, Paragraph D.7.
77-80	44C	Enter the cube for this lot number. If greater than 9999, see Chapter 203, Paragraph D.7.

**Figure CC-2-11. Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T\_7)**

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<sup>8</sup> If the shipment unit contains more than one lot, a separate T\_7 is made for each lot. Each T\_7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.) contains multiple lots, separate T\_9 data is required for each lot.

### Trailer Data TCMD Entries for HHGs and Baggage Ownership Data (DI T\_8)

Prime	DD	
Data	Form	
rp	1384	
	<u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is an eight.
4-8	33	Same as the prime data entry.
9-14	34	For HHG or baggage, enter the consignor DODAAC. For POVs, enter the last two digits of the POV model year in rp 9-10 and the first four letters of the POV make in rp 11-14; e.g., CHEV, FORD, PLYM, etc.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter personal property owner's last name.
67-68		Enter personal property owner's initials.
69-70		Enter the personal property owner's military or civilian grade code (Appendix DD-7).

**Figure CC-2-12. Trailer Data TCMD Entries for HHGs and Baggage Ownership Data (DI T\_8)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
71-80	44	For HHG and baggage:
71		Enter one of the following codes:
	<u>Code</u>	<u>Definition</u>
	A	International Through Government Bill of Lading (ITGBL) HHGs authorized Storage Intransit (SIT)
	B	ITGBL Unaccompanied Baggage (UB) authorized SIT
	D	Direct Procurement (DPM) shipment authorized SIT
	N	DPM (HHG/UB) for non-temporary storage
	H	DPM HHGs transiting port only
	U	DPM UB transiting port only
	P	ITGBL (HHG/UB) transiting port only
72-76		Activities outside CONUS enter net weight of DPM shipments to Continental United States (CONUS). CONUS activities, leave blank.
77-80		If ITGBL codes T, J or 5 enter HHG and baggage carrier Standard Carrier Alpha Code. Otherwise leave blank.
71-80	44	For POVs:
71-72		Enter abbreviation for state issuing vehicle license plate. If none, enter NO.
73-77		Enter last five letters/numbers of license plate. If less than five, left zero fill.
78-80		Enter abbreviation for predominate vehicle color, e.g., blk, blu, red, etc.

**Figure CC-2-12. Trailer Data TCMD Entries for HHGs and Baggage Ownership Data (DI T\_8) (Cont'd)**

### Trailer Data TCMD Entries For General Miscellaneous Information Not Otherwise Detailed (DI T\_9)

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always 9.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43/44b	Using as many T_9 entries as necessary, enter the clear text data necessary for shipment, but not detailed in other data entries; e.g.,: <ul style="list-style-type: none"> <li>a. Further description of NOS type cargo codes.</li> <li>b. For shipments of liquor, the type (gin, rye, etc.), bottle size (pint, quart, etc.), and the number of bottles per case.</li> <li>c. For shipments of cigarettes, the number of cartons per case.</li> <li>d. For shipments between CONUS and Hawaii or Guam, the clear text National Motor Freight Classification or Standard Transportation Commodity Code description of the highest rated article in the shipment unit other than HAZMAT (see Chapter 203, Paragraph D11).</li> <li>e. For classified shipments, container and seal numbers, if any.</li> </ul>

**Figure CC-2-13. Trailer Data TCMD Entries For General Miscellaneous Information Not Otherwise Detailed (DI T\_9)**

Prime	DD	
Data	Form	
	1384	
rp	<u>Block</u>	<u>Procedure</u>

- f. For personal property Through Government Bill of Lading (TGBL) shipments, the name of the origin carrier and TGBL number.
- g. SEAVANs or MILVANS containing more than 99 shipments, the total number of shipment units.
- h. Any other pertinent information.
- i. All activities will generate a T\_9 record containing ULN information for any unit move TCNs with a UIC construct that are used in relation to a TPFDD move. Enter in-the-clear in rp 54-57 "ULN" and in rp 58-64, enter the applicable ULN (e.g., ULN:1234567).

80      44c      Enter a sequence number beginning with one for each T\_9 entry.

**Figure CC-2-13. Trailer Data TCMD Entries For General Miscellaneous Information Not Otherwise Detailed (DI T\_9) (Cont'd)**

**Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information  
(DI-T\_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always 9.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five-digit Zone Improvement Plan (ZIP) code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34° is shown as F34XX, 34° to 41° is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the type pack code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-55	43	Always VN.
56-63		Enter the number marked on the container. If less than eight digits, left zero fill. Do not include the check digit or the van owner code as part of the container number. If the container number is larger than eight digits, enter the rightmost eight digits. Include alphabetic characters but exclude special characters such as dashes, slashes, or other symbols.
64		Enter a dash (-).
65		Enter the check digit marked on the container. The check digit is a number separated from the container number by a dash, space, or slash. Some check digits are a different color, shaded, or enclosed in a box. If the container does not have a check digit, leave blank.

**Figure CC-2-14. Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI-T\_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

Prime	DD	
Data	Form	
rp	1384	
	<u>Block</u>	<u>Procedure</u>
66-73		Enter the complete seal number. Left fill with zeros if less than eight characters. <sup>9</sup>
74-77	44a,b	For loaded vans, enter the ocean carrier code (Appendix EE-5).
78-79		For MILVANS, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANs, leave blank.
80	44c	Enter the appropriate sequence number beginning with one.

**Figure CC-2-14. Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI-T\_9) (Includes Empty SEAVAN/MILVAN/CONEX) (Cont'd)**

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<sup>9</sup> If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T\_9 entry as follows:

1-53	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier, which applied the new seal by entering the DODAAC of the activity or the ocean carrier code from Appendix EE-5.

### Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T\_9)

Prime Data rp	DD Form 1384	<u>Block</u> <u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always 9.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five-digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34° is shown as F34XX, 34° to 41° is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.
60-65		Enter the DODAAC for the stopoff indicated in rp 54-59.
66-67		Leave blank.
68-73	44a,b	If there are additional stopoffs, enter STOP and the next stopoff number. If no additional stopoffs, leave blank.
74-79		Enter the DODAAC for the stopoff indicated in rp 68-73.
80	44c	Enter sequence indicator, beginning with the letter A, for each T_9 stopoff data entry.

**Figure CC-2-15. Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T\_9)**



## Trailer Data TCMD Entries For Additional Required HAZMAT Information (DI T\_9)

Prime	DD	
Data	Form	
	1384	
rp	<u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always 9.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry (see Footnote 1, Figure CC-2-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information: <ul style="list-style-type: none"> <li>a. The Proper Shipping Name (PSN) (without abbreviations) as listed on the certification document. <ul style="list-style-type: none"> <li>(1) The technical name of the material included in parentheses immediately following the PSN when required by regulation.</li> <li>(2) "RQ", Reportable Quantity, will follow the PSN, when appropriate, to indicate the HAZMAT quantity which meets or exceeds the quantity listed in CFR Title 49.</li> <li>(3) "Waste" will precede the PSN when the HAZMAT is defined as such (see CFR Title 40 and 49).</li> </ul> </li> <li>b. The hazard class as listed in the certification document.</li> <li>c. UN, NA, or Identification (ID) number.</li> <li>d. Packing Group. (PG) May be PGI, PGII, or PGIII.</li> </ul>

**Figure CC-2-16. Trailer Data TCMD Entries For Additional Required HAZMAT Information (DI T\_9)**

Prime DD  
Data Form  
rp 1384  
Block Procedure

- e. "Limited Quantity" or "LTD QTY" must be indicated when the material is defined as such.
- f. Military air transportation. Enter "Cargo Aircraft Only" after the packaging group when passenger code P is indicated in accordance with (IAW) AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3, Preparation of Hazardous Materials for Military Air Shipments.
- g. Poisonous Inhalation Materials. Enter "Poison Inhalation Hazard" followed by "Zone A", "Zone B", "Zone C", or "Zone D" for gases or "Zone A" or "Zone B" for liquids (see CFR Title 49). The word "poison" is not required if already included as part of PSN.
- h. "Dangerous When Wet" is required when defined and listed in the certification document.
- i. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound (lb) cylinders on a pallet are listed as 12 cyl 1200 lbs.
- j. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT\_ DEGREES C or F.
- k. The classification, security risk category, and/or transportation protection service requirements IAW Appendix DD-13. These entries will be on separate T\_9 records.
- l. The statement: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE JANUARY 1990" is required if the HAZMAT was originally packaged prior to 1 January 1990.
- m. The Competent Authority Approval (CAA) number must be entered if the shipment is hazardous and subject to Performance Oriented Packaging requirements but waivers in the form of CAA Department of Transportation approval to deviate have been obtained.

80 44c Enter sequence number for each T\_9 beginning with one.

**Figure CC-2-16. Trailer Data TCMD Entries For Additional Required HAZMAT Information (DI T\_9) (Cont'd)**

### Trailer TCMD Entries for Personal Property Address Information (DI T\_9)

Prime	DD	
Data	Form	
rp	1384	
	<u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three-position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always 9.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address.  For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T_9 entry to list the travel order number and the Accounting Disbursing Station Number (ADSN)/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DOD Personnel, (items 22 and 19 respectively). Additional T_9 entries are made to list the organization and address that issued the orders, including sufficient data to allow Air Mobility Command (AMC) billing.
80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.

**Figure CC-2-17. Trailer TCMD Entries for Personal Property Address Information (DI T\_9)**

## Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Vehicles

Trailer

Data rp      Procedures (for unit moves only)

1-3      Enter three-position document identifier, First position is always T. The second position is the same as the second position of the prime data entry. The third position is always 9.

4-5      Enter one of the following Computer-Aided Load Manifesting record type codes, right justified: rp 5 is always a zero (0) fill.

<u>Code</u>	<u>Definition</u>
H	Helicopter
R	Wheeled vehicle (truck)
L	Trailer vehicle
T	Tracked vehicle
N	Loose Cargo (Non-palletized)

6-9      Enter the center of balance in inches, rounded to the next whole inch. The formula for computing the center of balance follows:

Distance to wheel 1 X weight of wheel 1 = Moment

Distance to wheel 2 X weight of wheel 2 = Moment

(through number of wheels up to 12)

$\frac{\text{Total wheel weights}}{\text{Total moments}} = \text{Center of balance}$
--

10-15      Reserved. Leave blank.

16-32      Enter the TCN from rp 30-46 of the prime data entry.

33-34      Enter the manifest reference number from Appendix EE-1.

35      If venting required, enter “Y” for yes; otherwise, enter “N” for no.

36-43      Enter one to four load/storage group codes, right justified. Precede single-digit numbers with a leading zero, i.e., 02.

44-47      Enter the length in inches, rounded to the next whole inch.

48-50      Enter the width in inches, rounded to the next whole inch.

51-53      Enter the height in inches, rounded to the next whole inch.

54-56      Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

57-58      Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

59-69      Enter the bumper/container number, including spaces. If less than seven characters, right justify.

**Figure CC-2-18. Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Vehicles**

Trailer  
Data rp

Procedures (for unit moves only)

70 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>	<u>Code</u>	<u>Definition</u>
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1 S	M	CH-53E
D	AH-1 G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1 D/H	P	HH-3
G	UH-1 C/M	Q	HH-60
H	AH-64	R	AH-1 W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

71 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

72 Enter number of road wheels for type code “T” items.

73-75 Enter tread/skid length in inches, rounded to the next whole inch.

76-77 Enter trailer tongue length in inches, rounded to the next whole inch.

78-79 Enter the total number of axles. For “L” items, axle one is the hitch if the trailer tongue is not hinged.

80 Enter the record sequence number beginning with one.

**Figure CC-2-18. Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Vehicles (Cont’d)**

## Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Vehicle (Axles 1 to 4)

Trailer Data rp	Procedures (for unit moves only)
1-3	Enter three-position document identifier. First position is always T. The second position is the same as the second position in the prime data entry. The third position is always 9.
4	If roller shoring used, enter “Y” for yes; otherwise, enter “N” for no.
5	If parking shoring used, enter “Y” for yes; otherwise, enter “N” for no.
6	If sleeper shoring used, enter “Y” for yes; otherwise, enter “N” for no.
7	If bridge shoring used, enter “Y” for yes; otherwise, enter “N” for no.
8-17	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1; Navy, NAVFAC P-1055 <u>Standard Characteristics, (Dimensions, Weight, and Cube) For Transportability of Military Vehicles and Other Outsize/Overweight Equipment (In Toe Line Item Number Sequence)</u> ). If neither the JLIN nor LIN/index number is available, leave blank. A sample LIN/ index number entry follows: 8 - 13           K31 796 (UH1 D helicopter) 14            Leave blank 15-17          06 (UH1 D helicopter with one m/rotor blade removed)
18-21	Enter axle distance in inches, rounded to the next whole inch, for axle one. If type code is “L” enter hitch distance in inches rounded to the next whole inch.
22-26	Enter the weight in pounds, rounded to the next whole pound, for axle one. If type code is “L” enter the hitch weight in pounds, rounded to the next whole pound.
27-29	Enter the span in inches, rounded to the next whole inch, for axle one.
30	Enter “S” for single axle or “B” for bogie for axle one.
31-34	Enter the distance in inches, rounded to the next whole inch, for axle two.
35-39	Enter the weight in pounds, rounded to the next whole pound, for axle two.
40-42	Enter the span in inches, rounded to the next whole inch, for axle two.
43	Enter “S” for single axle or “B” for bogie, for axle two.
44-47	Enter axle distance in inches, rounded to the next whole inch, for axle three.
48-52	Enter the weight in pounds, rounded to the next whole pound, for axle three.
53-55	Enter the span in inches, rounded to the next whole inch, for axle three.
56	Enter “S” for single axle or “B” for bogie, for axle three.
57-60	Enter axle distance in inches, rounded to the next whole inch, for axle four.
61-65	Enter the weight in pounds, rounded to the next whole pound, for axle four.

**Figure CC-2-19. Trailer Data TCMD Entries for Air Load Planning and Manifesting  
(T\_9) Vehicle (Axles 1 to 4)**

Trailer	
<u>Data rp</u>	<u>Procedures (for unit moves only)</u>
66-68	Enter the span in inches, rounded to the next whole inch, for axle four.
69	Enter “S” for single axle or “B” for bogie, for axle four.
70	Enter the record sequence number.

**Figure CC-2-19. Trailer Data TCMD Entries for Air Load Planning and Manifesting  
(T\_9) Vehicle (Axles 1 to 4) (Cont’d)**

## Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Vehicle (Axles 5 to 9)

Trailer Data rp	Procedures (for unit moves only)
1-3	Enter three position document identifier, First position is always T. The second position is the same as the second position of the prime data entry. The third position is always 9.
4-7	Enter axle distance in inches, rounded to the next whole inch, for axle five.
8-12	Enter the weight in pounds, rounded to the next whole pound, for axle five.
13-15	Enter the span in inches, rounded to the next whole inch, for axle five.
16	Enter "S" for single axle or "B" for bogie, for axle five.
17-20	Enter axle distance in inches, rounded to the next whole inch, for axle six.
21-25	Enter the weight in pounds, rounded to the next whole pound, for axle six.
26-28	Enter the span in inches, rounded to the next whole inch, for axle six.
29	Enter "S" for single axle or "B" for bogie, for axle six.
30-33	Enter axle distance in inches, rounded to the next whole inch, for axle seven.
34-38	Enter the weight in pounds, rounded to the next whole pound, for axle seven.
39-41	Enter the span in inches, rounded to the next whole inch, for axle seven.
42	Enter "S" for single axle or "B" for bogie, for axle seven.
43-47	Enter axle distance in inches, rounded to the next whole inch, for axle eight.
48-52	Enter the weight in pounds, rounded to the next whole pound, for axle eight.
53-56	Enter the span in inches, rounded to the next whole inch, for axle eight.
57	Enter "S" for single axle or "B" for bogie, for axle eight.
58-61	Enter axle distance in inches, rounded to the next whole inch, for axle nine.
62-66	Enter the weight in pounds, rounded to the next whole pound, for axle nine.
67-69	Enter the span in inches, rounded to the next whole inch, for axle nine.
70	Enter "S" for single axle or "B" for bogie, for axle nine.
71	Enter record sequence number.

**Figure CC-2-20. Trailer Data TCMD Entries for Air Load Planning and Manifesting  
(T\_9) Vehicle (Axles 5 to 9)**



**Trailer Data TCMD Entries For Air Load Planning And Manifesting (T\_9) Vehicle  
(Axles Ten To Twelve)**

<u>Trailer Data rp</u>	<u>Procedures (for unit moves only)</u>
1-3	Enter three-position document identifier. First position is always T. The second position is the same as the second position of the prime data entry. The third position is always 9.
4-7	Enter axle distance in inches, rounded to the next whole inch, for axle ten.
8-12	Enter the weight in pounds, rounded to the next whole pound, for axle ten.
13-15	Enter the span in inches, rounded to the next whole inch, for axle ten.
16	Enter “S” for single axle or “B” for bogie, for axle ten.
17-20	Enter axle distance in inches, rounded to the next whole inch, for axle eleven.
21-25	Enter the weight in pounds, rounded to the next whole pound, for axle eleven.
26-28	Enter the span in inches, rounded to the next whole inch, for axle eleven.
29	Enter “S” for single axle or “B” for bogie, for axle eleven.
30-33	Enter axle distance in inches, rounded to the next whole inch, for axle twelve.
34-38	Enter the weight in pounds, rounded to the next whole pound, for axle twelve.
39-41	Enter the span in inches, rounded to the next whole inch, for axle twelve.
42	Enter “S” for single axle or “B” for bogie, for axle twelve.
43	Enter the record sequence number.

**Figure CC-2-21. Trailer Data TCMD Entries for Air Load Planning and Manifesting  
(T\_9) Vehicle (Axles Ten to Twelve)**

## Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Palletized Cargo

Trailer													
Data rp	<u>Procedures (for unit moves only)</u>												
1-3	Enter three-position document identifier. First position is always T. The second position is the same as the second position of the prime data entry. The third position is always 9.												
4-5	Enter one of the following record type codes, right justified:												
	<table> <tr> <th><u>Code</u></th><th><u>Definition</u></th></tr> <tr> <td>P1-6</td><td>Palletized cargo train (number equals number of pallets in the train, i.e., P3 is three pallet train)</td></tr> <tr> <td>AL</td><td>Low altitude parachute extraction system</td></tr> <tr> <td>AC</td><td>Container delivery system</td></tr> <tr> <td>AH</td><td>Heavy equipment</td></tr> <tr> <td>O</td><td>Other cargo, i.e., commercial pallets</td></tr> </table>	<u>Code</u>	<u>Definition</u>	P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is three pallet train)	AL	Low altitude parachute extraction system	AC	Container delivery system	AH	Heavy equipment	O	Other cargo, i.e., commercial pallets
<u>Code</u>	<u>Definition</u>												
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is three pallet train)												
AL	Low altitude parachute extraction system												
AC	Container delivery system												
AH	Heavy equipment												
O	Other cargo, i.e., commercial pallets												
6	If rp 4-5 equals "AL," enter one of the following codes:												
	<table> <tr> <th><u>Code</u></th><th><u>Definition</u></th></tr> <tr> <td>S</td><td>Static line</td></tr> <tr> <td>E</td><td>Extraction force coupler</td></tr> </table>	<u>Code</u>	<u>Definition</u>	S	Static line	E	Extraction force coupler						
<u>Code</u>	<u>Definition</u>												
S	Static line												
E	Extraction force coupler												
7-12	Enter the pallet identifier code.												
13-16	Enter the center of balance in inches, rounded to the next whole inch.												
17-22	Leave blank.												
23-39	Enter the TCN from rp 30-46 of the prime data-entry.												
40-41	Enter the manifest reference number from Appendix EE-1.												
42	Enter the pallet profile code from Appendix EE-12.												
43	Venting instructions, enter "Y" for yes or "N" for no.												
44-51	Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.												
52-55	Enter the length in inches, rounded to the next whole inch.												
56-58	Enter the width in inches, rounded to the next whole inch.												
59-61	Enter the height in inches, rounded to the next whole inch.												
62-63	Enter the front overhang in inches, rounded to the next whole inch.												
64-65	Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.												
66-76	Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo, other than vehicles or containers, leave blank.												

**Figure CC-2-22. Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Palletized Cargo**

Trailer  
Data rp

Procedures (for unit moves only)

77 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>	<u>Code</u>	<u>Definition</u>
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1 S	M	CH-53E
D	AH-1 G/J	N	CH-53J
E	UH-1 M	O	HH-53E
F	UH-1 D/H	P	HH-3
G	UH-1 C/M	Q	HH-60
H	AH-64	R	AH-1 W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

78 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

79 Enter record sequence number beginning with one.

**Figure CC-2-22. Trailer Data TCMD Entries for Air Load Planning and Manifesting  
(T\_9) Palletized Cargo (Cont'd)**

## Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Palletized Cargo

Trailer

Data rp    Procedures (for unit moves only)

- 1-3        Enter three-position document identifier. First position is always T. The second position is the same as the second position of the prime data entry. The third position is always 9.
- 2-20       Enter the TCN from rp 30-46 of the prime data entry.
- 21-30      Enter the 10-digit Joint Line Item Number (JLIN), or a combination of the LIN and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows:
- 21-26            K31 796 (UH1 D helicopter)
- 27              Leave blank
- 28-30            08, right justified (UH1 D helicopter with one m/rotor blade removed)
- 31         Enter record sequence number.

**Figure CC-2-23. Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9) Palletized Cargo**

## **Data Entries When Using Electronically Transmitted Message (ETM) Format for an Advance TCMD**

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173 (series))).
2. In the message body:
  - a. Use symbols as follows:
    - (1) Use a slash mark (/) to separate data entries.
    - (2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.
    - (3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.
    - (4) Use a single ampersand to begin additional message form pages.
  - b. Enter in normal TCMD order, the following required data:
    - (1) All elements of prime data (T\_O through T\_4 data).
    - (2) All elements of SEAVAN miscellaneous/stopoff trailer data.
    - (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.
  - c. Make the entries cited in b(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).
  - d. For T\_9 trailer entries, the sequence number is entered after the last entry following rp 54.

**Figure CC-2-24. Data Entries When Using Electronically Transmitted Message (ETM) Format for an Advance TCMD**

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## **APPENDIX CC-3**

### **TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT (TCMD) EFFECTIVENESS REPORTING SYSTEM**

1. This Appendix describes the TCMD effectiveness reporting system. The uses, formats, and general description of the TCMD are contained in Chapter 203, Paragraph D.16. Appendix CC-2 details the actual procedures for preparing a DD Form 1384, TCMD. The reporting system outlined in this Appendix is designed to provide the shippers (and their Service or Agency Headquarters (HQ)) with the feedback necessary to ensure TCMDs are submitted correctly and on time. The reporting system also provides a means to highlight problems within the clearance process. Currently, the reporting system is in effect only for Continental United States (CONUS) export shipments.

2. Responsibilities for the Surface Reporting Program rest with various elements of the transportation system.

a. The Military Traffic Management Command (MTMC) Deployment Support Command (DSC):

(1) Prepares the reports detailing TCMD discrepancies.

(2) Distributes the reports to the shippers and the shipping Service and Agency HQ Defense Transportation Regulation (DTR) focal points.

(3) Reviews and analyzes the reports to determine possible trends or patterns of discrepancies.

(4) Initiates specific communication with shippers to assist in identifying discrepancy causes and appropriate corrective actions. This assistance is directed first to the shippers with low effectiveness rates (below 90 percent) or a significant number of repetitive discrepancies in any error category.

(5) Takes action to correct any report preparation errors.

b. The CONUS shipping activities:

(1) Review and analyze the report received from the DSC to identify the cause of TCMD deficiencies and take appropriate corrective actions.

(2) Notify the DSC when the analysis reveals the reports erroneously attribute a significant number of errors to the shipper. This notification is essential for the DSC to determine and correct the actual cause of documentation deficiencies.

(3) Report to their respective Service or Agency HQ any circumstances which are beyond the control of the shipper and which preclude timely submission of accurate TCMDs.

c. The Service and Agency HQ:

(1) Reviews the monthly summary reports received from the DSC, and initiates appropriate action with shipping activities that demonstrate poor performance on a continuing basis.

(2) Notifies the Department of Defense (DOD) DTR Administrator when operating conditions or other circumstances beyond Service or Agency HQ control preclude specific shipping activities from meeting DTR standards for TCMD submission.

d. The DOD DTR Administrator:

(1) Takes necessary action with Service and Agency HQ to correct system deficiencies and conducts onsite research into repetitive problems.

(2) Ensures distribution of monthly summary reports to Service and Agency HQ (DTR focal points) and major shippers via the DSC.

3. The CONUS surface reports generated by the TCMD effectiveness reporting system are explained below with examples illustrated in Figures CC-3-2 and 3.

a. The monthly DSC shipper effectiveness summary consists of a statistical summary for each shipping activity which has 10 or more shipments received at a CONUS Water Port of Embarkation (WPOE) during the report month. It is prepared and forwarded by the DSC to selected shippers.

(1) The report includes a calculated summary of the timeliness of TCMD submission as well as the accuracy of those TCMDs actually submitted. Also included is a numerical summary of the errors noted on the TCMDs, with separate columns for Breakbulk TCMDs, Container TCMDs, and a composite of all TCMDs.

(2) The error codes are identified on this report by both error code and a brief description. The error codes are explained in greater detail in Figure CC-3-1.

(3) Reports to activities meeting or exceeding the standard of 90 percent timeliness and 95 percent accuracy will contain a statement recognizing their good performance.

(4) Figure CC-3-2 is an example of the report. Figure CC-3-3 is an example of the report that may be sent to shippers meeting or exceeding the standards.

b. The DSC provides monthly trend analysis and detailed summary reports to Agency and Service HQs.

4. The CONUS air reports and reporting procedures will be addressed in this paragraph when developed.



### **Error Codes for TCMD Effectiveness Reports**

<u>Code</u>	<u>Abbreviation</u>	<u>Explanation</u>
01	MISSING TCMD	Shipper prepared TCMD not in the MTMC database at the time of cargo receipt.
02	INV TCN	TCMD submitted with Transportation Control Number containing blank(s) or invalid characters; rejected.
03	INV POE	TCMD submitted with WPOE (Record Position (rp) 21-23) unmatched to DTR water port identifiers (Appendix DD-14), or TCMD submitted to wrong clearance authority for WPOE listed; rejected.
04	INV TCMD	TCMD (Document Identifier) DI T_2, T_3, T_4) submitted with blank(s) or invalid characters in rp 4-8; rejected.
05	5 TRLR RQD	TCMD submitted without required trailer entry for outsized dimensions (DI T_5).
06	6 TRLR RQD	TCMD (DI TE_, TJ_) submitted without required trailer entry for round count/International Maritime Organization (IMO) classification (DI T_6).
07	7 TRLR RQD	TCMD (DI TE_) submitted without required trailer entry for lot number (DI TE_7).
08	8 TRLR RQD	TCMD (DI TF_, TH_, TP_) submitted without trailer entry for ownership (DI T_8).
09	9 TRLR RQD	TCMD submitted without required trailer entry for miscellaneous information (DI T_9).
10	INV TAC	TCMD submitted with Transportation Account Code (TAC) (rp 64-67) unequal to four alphanumeric characters (other than four zeros), or unmatched to TAC edit criteria prescribed by Services and Agencies.
11	UNM CNSE	TCMD submitted with consignee field (rp 47-52) unmatched to DOD Activity Address Directory or Military Assistance Program Address Directory.
12	INV COMM	TCMD submitted with water commodity code (rp 15-17) unmatched to water commodity code table (Appendix DD-12).
13	INV CGOX	TCMD for surface shipment submitted with cargo exception field (rp 18-19) unmatched to type cargo and special handling tables (Appendix DD-12 and 13).
14	CNTR W/O CNT	TCMD (DI T_2, T_3) submitted without any content (DI T_4) TCMDs.
15	INV PCS	TCMD submitted with piece field (rp 68-71) value other than as prescribed by the DTR

**Figure CC-3-1. Error Codes for TCMD Effectiveness Reports**

<u>Code</u>	<u>Abbreviation</u>	<u>Explanation</u>
16	INV WT	TCMD submitted with weight field (rp 72-76) value other than as prescribed by the DTR.
17	INV CUBE	TCMD submitted with cube field (rp 77-80) value other than as prescribed by the DTR.
18	INV 6 TRLR	Round count and IMO classification trailer entry (DI T_6) submitted with one or more required fields containing blanks or invalid characters.
19	RESERVED	
20	RESERVED	
21	RESERVED	
22	DUPL TRLR	TCMD submitted with more than one DI T_6 or T_8 trailer entry; trailers rejected.
23	INV PRI	TCMD submitted with invalid value in priority field (rp 53); TCMD processed, priority 3 inserted.
24	INV VNOWN	Van TCMD submitted with van owner field (rp 9-12) blank or unmatched to SEAVAN owner abbreviations.
25	INV VNSZ	Van TCMD submitted with van size (rp 13-14) unequal to two numeric characters.
26	INV MODE	TCMD submitted with mode field (rp 27) unmatched to DTR mode of shipment codes (Appendix DD-8).
27	INV PKG	TCMD submitted with type pack field (rp 28-29) unmatched to DTR type pack codes (Appendix EE-7).
28	RESERVED	
29	RESERVED	
30	INV CDIST	Van TCMD submitted with content distribution indicator (DI T_2, rp 57) unequal to S, M, or 1 through 9.
31	INV SV SU	Van TCMD submitted with shipment unit field (DI T_2, rp 58-59) unequal to 01-99 or XX.
32	INV DTE	TCMD submitted with date shipped (rp 60-62) unequal to 001-366.
33	INV ETA	TCMD submitted with Estimated Time of Arrival field (rp 63) unequal to alphanumeric character other than 1 and O.
34	INV INCUBE	Van TCMD submitted with inside cube capacity (DI T_2, rp 64-67) unequal to four numerics.

**Figure CC-3-1. Error Codes for TCMD Effectiveness Reports (Cont'd)**

<u>Code</u>	<u>Abbreviation</u>	<u>Explanation</u>
35	INV 5 TRLR	Outsize dimensions trailer entry (DI T_5) submitted with one or more required fields blank or containing invalid characters.
36	INV 7 TRLR	Lot number trailer entry (DI TE_7) submitted with one or more required fields blank or containing invalid characters.
37	INV 8 TRLR	Ownership trailer entry (DI T_8) submitted with one or more required fields blank or containing invalid characters.
38	INV 9 TRLR	Miscellaneous information trailer entry (DI T_9) submitted with one or more required fields blank or containing invalid characters.
39	INV POD	TCMD submitted with Water Port of Debarkation (rp 24-26) unmatched to water port identifier codes (Appendix DD-14).

**Figure CC-3-1. Error Codes for TCMD Effectiveness Reports (Cont'd)**

**EXAMPLE OF MONTHLY MTMC SHIPPER EFFECTIVENESS REPORT**  
**MILITARY TRAFFIC MANAGEMENT DEPLOYMENT SUPPORT COMMAND**  
**BUILDING 663, FORT EUSTIS, VA 23602 TCMD EFFECTIVENESS REPORTING SYSTEM**

Transportation Control and Movement Documents (TCMDS)  
Submitted to Deployment Support Command  
August 2000

W62P4E  
MR. JOHN DOE, TRANSPORTATION OFFICER  
834<sup>TH</sup> TRANSPORTATION BATTALION  
1807 PEARL STREET  
Bldg. 1A-18C  
CONCORD, CA 94520-5014

Your activity made the following errors on Advance Transportation Control and Movement Documents (ATCMDs) during the above stated reporting month. Recommend you take necessary action to prevent documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense. Acceptable standard is at or above 90% timeliness and 95% accuracy of ATCMDs. It costs MTMC \$23.00 to prepare a TCMD when the ATCMD is not received from the consignor. This month, 10 missing ATCMDs from your activity resulted in MTMC having to prepare TCMDs with contract labor, at a cost of \$230.00. Your activity may be billed for this cost.

TIMELINESS OF MANDATORY ATCMD DATA

SHIPPER FURNISHED * ATCMDS	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME
1013	10	1023	99

ACCURACY OF ALL SHIPPER ATCMDs

SHIPPER** ATCMDs	REJECT ATCMD ERROR 0	ATCMDs WITH ERRORS	PERCENT OF ACCURATE ATCMDs
1112		532	53

<u>CODE</u>	<u>ERROR</u>	<u>BREAK BULK</u>	<u>CONTAINER</u>	<u>TOTAL ERRORS</u>
***01	MISSING TCMD		10	10
**06	NO TRLR ENTRY FOR AMMO/ETC. ROUND COUNT/AMMO CLASS (T_6)	52	52	104
08	NO TRLR ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		1	1
●**10	INVALID TAC	33		33
● 11	INVALID DODAAC OR MILITARY ASSIST. PROG. ADDRESS DIREC.	4a	354	402
14	NO CONTAINER CONTENT (T_4)		49	49
23	INVALID PRIORITY (REPLACED WITH PRIORITY 3)		1	1
30	INVALID VAN CONTENT DISTRIBUTION CODE (T_2)		64	64
31	INVALID SHIPMENT UNIT FIELD (T_2)		64	64
35	INVALID OUTSIZE DIMENSIONS TRLR. ENTRY (T_5)	1	1	2
37	INVALID PERSONAL PROPERTY OWNERSHIP DATA TRLR. ENTRY (T_8)	5		5
38	INVALID MISC. INFORMATION TRLR. ENTRY (T_9)		64	64
**39	INVALID WPOD	18		18

Detailed explanation of error codes can be found in figure CC-3-1.

Inquiries concerning this report may be addressed to HQ DSC, Mr. Henry Brooks Jr., DSN 927 8058 or commercial (757) 878 8058.

Inquiries concerning the above data may be addressed to HQ DSC: Mr. Bill Letchford, DSN 927 8624 , commercial (757) 878 8624 Ms. Belinda Pretlow, DSN 927 8557, commercial (757) 878 8557

●This total is for Container and Breakbulk prime records only.

●This total is a composite of Container primes, Container Content primes and Breakbulk prime records.

CRITICAL ERRORS

**Figure CC-3-2. Example of Monthly MTMC Shipper Effectiveness Report**

**EXAMPLE OF THE MONTHLY MTMC SHIPPER EFFECTIVENESS SUMMARY  
SENT TO SHIPPERS MEETING OR EXCEEDING THE STANDARDS**

MILITARY TRAFFIC MANAGEMENT DEPLOYMENT SUPPORT COMMAND  
BUILDING 663, FORT EUSTIS, VA 23602

TCMD EFFECTIVENESS REPORTING SYSTEM  
Transportation Control and Movement Documents (TCMDs)  
Submitted to Deployment Support command (DSC)  
August 2000

W62P4E  
MR. JOHN DOE, TRANSPORTATION OFFICER  
834<sup>TH</sup> TRANSPORTATION BATTALION  
1807 PEARL STREET  
Bldg. IA-18C  
CONCORD, CA 94520-5014

Request you review the following report of types of errors made by your activity and take the necessary steps to eliminate documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense.

TIMELINESS OF MANDATORY ATCMD DATA

SHIPPER FURNISHED *	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME
ATCMDs 1013	10	1023	99

ACCURACY OF ALL SHIPPER ATCMDs

SHIPPER** ATCMDs	REJECT ATCMD ERRORS	ATCMDs WITH ERRORS	PERCENT OF ACCURATE ATCMDs
1112	0	12	99

**CONGRATULATIONS, YOUR ACTIVITY'S PERFORMANCE  
FOR THIS MONTH HAS MET OR EXCEEDED THE STANDARD OF  
NINETY PERCENT TIMELINESS AND  
NINETY-FIVE PERCENT ACCURACY**

<u>CODE</u>	<u>ERROR</u>	<u>BREAK BULK</u>	<u>CONTAINER</u>	<u>COMPOSITE</u>
***08	NO TRLR ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		2	2
●**10	INVALID TAC	5	5	10

Detailed explanation of error codes can be found in figure CC-3-1.

Inquiries concerning this report may be addressed to HQ DSC, Mr. Henry Brooks Jr., DSN 927 8058, commercial (757) 878 8058 .

Inquiries concerning the above data may be addressed to DSC: Mr. Bill Letchford DSN 927 8624, commercial (757) 878 8624  
Ms. Belinda Pretlow, DSN 927 8557 , commercial (757) 878 8557.

- This total is for prime records only. Container primes and Breakbulk primes.
  - \* This total is a composite of Container primes, Container Content primes and Breakbulk prime records.
- CRITICAL ERRORS

**Figure CC-3-3. Example of the Monthly MTMC Shipper Effectiveness Summary Sent to  
Shippers Meeting or Exceeding the Standards**

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## APPENDIX CC-4

### UNIT MOVES

1. General. This regulation, Part III, Mobility, and Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This Appendix applies to the cargo belonging to deploying units on Military Sealift Command-arranged ships through common user ocean terminals or via Air Mobility Command (AMC) airlift.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises affords the maximum protection possible within the limitations and constraints of existing systems. Since data processing in the Defense Transportation System (DTS) is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this Appendix may be accomplished through the Service's automated deployment system.

c. Host Nation (HN) Agreements.

(1) Unit movements in support of an overseas contingency/exercise must comply with standard HN agreements in addition to this Regulation. These agreements provide the HN, Port of Debarkation (POD), and theater commander with information necessary for terminal operations and onward movement of equipment cargo within the theater.

(2) In the North Atlantic Treaty Organization (NATO) these agreements are known as Standardization NATO Agreements (STANAGs). Figure CC-4-1 provides individual Service contact points for assistance concerning STANAG requirements.

2. Procedures. The procedures used for documentation of unit moves are minor variations from normal procedures. They are detailed in Paragraphs 3 through 12 below.

3. Shipment Unit Configuration. To limit the quantity of advance data, which is passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. Provide the T\_6 record covering the National Stock Number in the format prescribed in Appendix CC-2, Figure CC-2-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit. Shipment visibility is the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous materials (HAZMAT) will not be loaded in unit vehicles except when operationally required and authorized by the units' Service headquarters

(HQ) and the appropriate Transportation Component Command (TCC), AMC or Military Traffic Management Command (MTMC). See also paragraphs 7c and 7d.

c. Vehicles must be reduced in length, width, and height for shipping according to directives of each Service.

4. Marking of Shipment Units. Equipment cargo is marked in accordance with Service directives and Military Standard (MIL-STD) 129, Standard Practice for Military Marking ([http://astimage.daps.dla.mil/docimages/0000\63\00\STD\\_129N.PD0](http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PD0)). The Transportation Control Number (TCN) must appear on each shipment unit. A Shipper's Declaration for Dangerous Goods (see Chapter 204, Paragraph F5) must be prepared for all HAZMAT moving by air.

a. Labeling: Military Shipment Labels, DD Form 1387, with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of identification technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANS, SEAVANs, CONEXs, and 463L pallets) where labels are applied on two adjacent sides.

(a) Place one label on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers and place the other label on the left side door or comparable location.

(b) For MILVANS, SEAVANs, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the Port of Embarkation (POE) or other transshipment point, scan the bar-coded labels on the equipment/cargo to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, apply them at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and Required Delivery Date fields will be left blank.

b. A DD Form 836 will be prepared if moving by government vehicle, container or vessel and a certification will be included on the bill of lading when moving by commercial surface modes.

c. Stenciling. In addition to the labels applied to each shipment unit, stencil the TCN when required by applicable Service directives.

5. TCN. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. Construct the TCN as outlined below:



<u>TCN Position</u>	<u>TCMD Record Position (rp)</u>	<u>Explanation</u>
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy, and Z-Coast Guard).
2-8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a \$ (dollar) special character in position 8. All other Services will enter a Unit Line Number (ULN) beginning with TCN position 2 and filling any unused positions with a \$ (dollar) special character. Army activities will generate a T_9 record containing ULN information. (See Appendix CC-2, Figure CC-2-12).
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.
11-14	40-43	Shipment number, increment number, or serial number.
15	44	Unit cargo TCN indicator. (Enter a zero here).
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. Transportation Documentation Codes.

a. Find the codes required for completion of transportation documentation in Appendices DD and EE.

b. Transportation Account Codes (TACs). The following service TACs are used for unit movements during actual emergency deployments:

Service	Code. <sup>1</sup>
United States (U.S.) Army	To be assigned at time of deployment by HQ Department of the Army.
U.S. Air Force	F8R4 for channel movement; FSAM for SAAM movement.
U.S. Navy	To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement.
U.S. Marine Corps.	To be assigned at time of deployment.
U.S. Coast Guard	To be assigned at time of deployment by HQ CG.

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<sup>1</sup> Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Appendix CC-11.

7. Advance Movement Data Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for all shipments in Appendices CC-2 and CC-4 except:

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI T\_0/I) data formats and applicable trailer data as prescribed in Appendix CC-2 are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is a single shipment unit and is documented using data formats with DI TV\_ as detailed in Appendix CC-2. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. HAZMAT. Shipment units of HAZMAT are detailed in DI TE/TJ\_ data formats prescribed in Appendix CC-2. When authorized by the appropriate TCC, HAZMAT loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI T\_9 trailer formats reflecting the proper shipping name, United Nations number, weight, and cube for each category of HAZMAT. For ammunition and explosive material, also specify Department of Transportation (DOT) hazard class, International Maritime Dangerous Goods Code class/division, storage compatibility group, lot number, round count (if applicable) and total net explosive weight.

d. Protected Shipments. Identify the classified and sensitive shipment units using the appropriate commodity/special handling codes and detail T\_9 trailers prescribed in Appendices DD-1, DD-2, DD-12, and DD-13. These codes and formats will also be used to identify the transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Providing advance data before actual movement to the POE begins, for clearance of cargo and equipment. This procedure allows proper routing of the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible and maintained by the cognizant transportation element<sup>2</sup> and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in Appendix CC-7 when a unit move is required.

---

<sup>2</sup> For Army and Air Force, this is generally the Transportation Officer (TO). For the Navy, in the absence of the TO, it is the Senior Supply Officer or designee of the Commanding Officer. For Marine Corps, it is the TO or the unit logistics planner in conjunction with the TO.

b. The cognizant transportation element submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.<sup>3</sup> Automated systems may be established for Continental United States (CONUS) units in coordination with HQ MTMC (ATTN: MTOP) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Route these actions through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is by commercial transportation, the cognizant transportation element obtains a routing by submitting the movement requirements as detailed in this regulation, Chapter 202, Paragraph C for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is by road march (in organic vehicles), the cognizant transportation element submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date. For FORSCOM units, an ETRR is not required if Automated Unit Equipment List (AUEL) data is available.

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element submits advance data in TCMD format, as outlined in Chapter 203, Paragraph D16 to the appropriate surface or airlift clearance authority listed in Appendix CC-7.<sup>4</sup>

c. Preparation and use of a Transportation Control and Movement Document, DD Form 1384 is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this Appendix is required and must be submitted in a machine readable format, but the DD Form 1384 may be used to compile it.

d. Computer-Aided Load and Manifest/Automated Air Load Planning System. See Appendix CC-2, Figures CC-2-17 through CC-2-22 for record formats.

9. Surface Booking and Terminal Processing. Advance data provides the basis for arranging ocean movement and processing unit equipment/cargo through the POE.

a. MTMC OCCA and Ocean Cargo Booking Offices use the Export Traffic Releases (ETR), AUEL and movement orders/directives to book ocean vessels and ensure adequate sealift is available at designated POEs.

b. The advance movement data (TCMD, ETR, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel pre-stow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Use the

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<sup>3</sup> U.S. Army Forces Command (FORSCOM) active and reserve units use the AUEL.

<sup>4</sup> For FORSCOM units, ETRR is not required if AUEL data is available.

cargo receipt data to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. Air Terminal Processing. Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals and use the cargo receipt data to update the advance movement data and enable terminals to generate air cargo manifests.

11. HAZMAT Exemptions. Transportation of HAZMAT during unit moves must be in compliance with Service regulations and the regulations discussed in Chapter 204. The Department of Transportation (DOT) issues certain exemptions related to unit moves. (<http://hazmat.dot.gov/exsys.htm>)

a. The Commander, MTMC is the authorized representative of the sponsoring Services in obtaining new or modified exemptions. In an emergency, the sponsoring Services may make direct contact with the DOT to obtain an exemption. The Commander, MTMC, ATTN: MTOP-PRF (Force Protection Team), Hoffman Building II, 200 Stovall Street, Alexandria VA 22332-5000, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from Figure 204-5 of this Regulation and the following:

(1) U.S. Army - HQ MTMC (see paragraph 11.a.)

(2) U.S. Air Force – HQ AFMC LSO/LOP

(3) U.S. Navy - Refer to NAVSEA SWO-20-AC-SAF-010/020/030, Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials.

(4) U.S. Marine Corps - Refer to NAVSEA SWO-20-AC-SAF-010/020/030, Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials.

12. Transportation Discrepancies. Report all losses and damage in accordance with Chapter 210.

## STANAGs

Implementing document information and other pertinent details concerning STANAG requirements (<http://www.nato.int/docu/standard.htm>) may be obtained by contacting the appropriate Service HQs as follows:

- a. U.S. Army                      Headquarters, Army Materiel Command  
   ATTN: AMCICP  
   5001 Eisenhower Avenue  
   Alexandria VA 22333-0001  
   DSN 284-8554  
   Commercial (202) 274-8554
  
- b. U.S. Air Force                Headquarters, U.S. Air Force/ILT  
   1030 Air Force Pentagon  
   Washington DC 20330-1030  
   DSN 225-1793 or 227-4742  
   Commercial (703) 695-1793 or (703) 697-4742  
   Fax: DSN 225-2470; (703) 695-6799  
   E-Mail: [trans@af.pentagon.smil.mil](mailto:trans@af.pentagon.smil.mil)
  
- c. U.S. Navy                      Navy Warfare Development Command  
   ATTN: Doctrine Department (Code N3)  
   686 Cushing Road, Simms Hall  
   Newport RI 02841  
   DSN 948-1145  
   Commercial (401)-841-1145
  
- d. U.S. Marine Corps          Marine Corps Combat Development Command  
   ATTN Doctrine Division (C 426)  
   Building 3300, Russell Road, Suite 318A  
   Quantico VA 22134-5021  
   DSN 278-3616  
   Commercial (703) 784-3616

**Figure CC 4-1. STANAGs**

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## **APPENDIX CC-5**

### **CONTINENTAL UNITED STATES (CONUS) WATER PORT OF EMBARKATION (WPOE) SELECTION GUIDE**

1. This Appendix provides CONUS shippers with a means to select less than container load shipments from CONUS to: United Kingdom, Germany, Belgium, Netherlands, Italy, Iceland, Greenland, Spain, Greece, Turkey, Azores, Puerto Rico, Virgin Islands, Guantanamo Bay, Kuwait, Bahrain, Saudi Arabia may be routed to NSC Norfolk (1MJ). See also Chapter 203, paragraph E.3 for instructions on routing shipments to Defense Logistics Agency Cargo Consolidation Points.
2. Exceptions below should be offered to the Ocean Cargo Clearance Authority for a release:
  - a. Shipments greater than 600 cu ft or 10,000 lbs.
  - b. Arms, ammunition, explosives, narcotics, and classified shipments.
  - c. Temperature controlled (refrigerated) shipments.
3. United States Postal Service packages should not be sent to 1MJ unless postal regulations prohibit direct mailing. Instructions for parcel post are contained in sponsoring service regulations.

1MJ:  
FISC Norfolk  
9248 Virginia Avenue  
Bldg CEP 201  
Norfolk VA 23511- 3392

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**APPENDIX CC-6**

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## APPENDIX CC-7

### CLEARANCE AUTHORITIES AND BOOKING OFFICES

1. This Appendix contains an explanation of how to select the appropriate clearance authority and a list of clearance authorities located throughout the world. The clearance authorities are listed separately for shipments by water and by air. This Appendix also identifies the liaison offices operated by sponsoring Services at some transshipping activities (ports), with the appropriate clearance authorities and the ocean cargo booking offices (OCBOs).

2. The Military Service organizations are responsible for developing and maintaining information contained in this Appendix. They provide revisions to the Defense Transportation Regulation Administrator for inclusion in this Appendix or this Regulation.

Responsible Organization	Area/Mode (Service)
Air Force (AF) Materiel Command (AFMC) Logistics Support Office (LSO)	Continental United States (CONUS) air (AF).
Commander, Military Traffic Management Command (MTMC)	CONUS, ocean. Alaska, ocean. Europe, ocean functions under its cognizance. Pacific, ocean functions under its cognizance.
Headquarters United States Army Materiel Command (AMC)	CONUS, air (Army). Alaska, air, Panama, air.
Commander Naval Supply Systems Command	CONUS, air (Navy). Alaska, ocean and air.
Commandant of the Marine Corps	CONUS, air (Marines).
Commander-in-Chief, Pacific	Pacific theater, ocean (other than MTMC) and air.
Commander-in-Chief, Europe	European theater, ocean (other than MTMC) and air.
Commander-in-Chief, Atlantic	Atlantic theater, ocean (other than MTMC) and air.

3. The clearance authorities are listed in this Appendix by mode of shipment and the location of the clearance authority.

a. The procedures used for selecting the appropriate clearance authority are detailed preceding each mode and area. The groupings are:

Location/Mode	Paragraph
CONUS, ocean	4
CONUS, export air	5
Overseas, ocean	6
Overseas, air	7

b. Whenever applicable, the information listed for each clearance authority includes the:

- (1) Location.
- (2) Sponsoring Service and area responsibility.
- (3) Title of the clearance organization.
- (4) Mailing address.
- (5) Defense Switched Network (DSN) number.
- (6) Commercial telephone number.
- (7) Routing indicator codes.
- (8) Electrically Transmitted Message (ETM) routing indicator codes.

4. The CONUS Water Clearance Authority (WCA) for all Services, as well as the booking office which secures the actual ocean carriage, is the MTMC Deployment Support Command (DSC) located at Ft. Eustis Virginia (VA). Submit requests for an Export Traffic Release (ETRs) as directed in this Regulation, Chapter 203, to the Commander, Military Traffic Management Command, Deployment Support Command, Attn: MTDC-OPS-O, 661 Sheppard Place, Ft. Eustis VA 23640-5000. The DSN for ETRs is 927-5110, Facsimile (FAX) 927-1810, ocean manifest, 927-8626, cargo traffic messages 927-8624, tracer actions, 927-8621 and, Advance Transportation Control and Movement Document (ATCMD), 927-8631, FAX 927-8625. The commercial telephone number is (757) 878-5110. The DSC supports the Data Network/Internet, Electronic Mail (E-mail), Defense Automated Addressing System Center (DASC), Value Added Network (VAN) systems.

5. The sponsoring Services maintain the CONUS export Airlift Clearance Authority (ACAs).

a. The correct ACA is usually determined from the first position of the Transportation Account Code (TAC) as indicated below. Use both the first position of the TAC and the first position of the consignee Department of Defense Activity Address Code (DODAAC) or Transportation Control Number (TCN) to determine the correct ACA for Defense Logistics Agency (DLA) shipments. If the TAC cannot be determined, the appropriate ACA is determined from the first position of the consignee DODAAC or TCN as indicated below. Identify the ACA for Foreign Military Sales shipments by the first position of the TCN.

If first position of the

<u>TAC is and/or</u>	<u>Consignee DODAAC or TCN is</u>	<u>The Service or Agency is</u>	<u>The ACA is</u>	<u>Listed in Paragraph</u>
A, B, C	A, B, C, W	Army	Army	5b
D, F	D, E, F, J	AF	AF	5d
	G	General Services Administration (GSA)	AF	5d
H	H	Other Department of Defense (DOD)/Agencies	AF	5d
K, L, M	K, L, M	Marine Corps	Marine Corps <sup>1</sup>	5e
N, P	N, P, Q, R, V	Navy	Navy	5c
S	E, F, J, S, T, U	DLA	AF	5d
S	A, C, W	DLA	Army	5b
S	N, Q, R, V, Z	DLA	Navy	5c
S	L, M	DLA	Marine Corps <sup>1</sup>	5e
T		Contractor	AF	5d
X		Other Government Agencies	AF <sup>2</sup>	5d
Z	Z	Coast Guard	Navy	5c
0/		Postal Concentration Centers	AF	5d
H	0/9	Other Civil Agencies (excluding GSA)	Army <sup>3</sup> AF	5b 5d

b. Army CONUS export ACA.

(1) Responsibility: All Army-sponsored CONUS export air cargo as listed in paragraph 5a.

(2) Organization: U.S. Army Materiel Command Logistics Support Activity (LOGSA).

(3) Mail: USAMC Logistics Support Activity, ATTN: AMXLS-LT, Redstone Arsenal AL 35898-7466.

(4) The Army ACA normal duty hours are 0700-1700 CST, Mon-Fri.

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<sup>1</sup> Shipments of aircraft parts for Marine Corps consignees are referred to the Navy ACA (paragraph 5c) since these items are stocked and funded by the Navy.

<sup>2</sup> The AF ACA (paragraph 5d) clears all DLA subsistence shipments. Other DLA and GSA funded shipments are cleared by the ACA determined in accordance with the table in paragraph 5a.

<sup>3</sup> Most mail is pre-cleared.

(5) Commercial (256) 955-9764, DSN 645, FAX 0097; Team Leader AACA: 9765.  
After duty hours: HQs USAMC Missile Command SDO, (205) 876-3331/DSN 897-2066.

(6) Defense Data Network (DDN): Communications Routing Identifier (COMMRI)  
RUQAEHA (for clearance and offerings); RUQAEHL (for receipt and lift).

(7) ETM: DIR LOGSA REDSTONE ARS AL//AMXLS-LT//.

c. Navy CONUS export ACA.

(1) Responsibility: All Navy- and Coast Guard-sponsored CONUS export air cargo as well as certain Marine Corps cargo as listed in paragraph 5a.

(2) Organization: Naval Transportation Support Center (NAVTRANS).

(3) Mail: Commanding Officer, Naval Transportation Support Center, 1667 Piersey Street, Norfolk VA 23511-2806.

(4) DSN: 646-5434.

(5) Commercial: (757) 443-5434.

(6) DDN: COMM RI RUQANSC/NAVTRANSSUPPCEN NORFOLK VA.

(7) ETM: RUCOTCA/NAVTRANSSUPPCEN NORFOLK VA.

d. AF CONUS export ACA – Central, East, and West Locations.

(1) Location: ACA Central at Wright-Patterson Air Force Base (AFB) Ohio (OH).

(a) Responsibility: All AF-sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the AF is listed as ACA in paragraph 5.a. The AF ACA Central's role is overall systems management and operations oversight. In addition, it is the only location for clearing those AF Second Destination Transportation funded shipments, which require commercial clearance for door-to-door export delivery via commercial carrier. ACA Central has the capability to handle telephone and fax ATCMDs, greensheet action, tracers, and munitions clearance, but will only perform those tasks during outages at the AF ACA East and the AF ACA West. After duty hours emergencies are all handled by ACA Central.

(b) Organization: AF Shipper Service Control Office.

(c) Mail: AFMC LSO/LOTA, Building 262, Room C117, Post 108G, 4375 Chidlaw Road, Wright-Patterson AFB OH 45433-5006.

(d) DSN: 787-4946 for ATCMDs, tracer actions, status, and general information on overseas shipments, Monday-Friday 0700-1800 Eastern. Fax: 787-3185. After normal duty hours contact the Wright-Patterson AFB Command Center, 787-6314, and ask for Air Clearance.

(e) Commercial: (937) 257-4946 Monday-Friday 0700-1800 Eastern. Fax: (937) 257-3185. After normal duty hours contact the Wright-Patterson AFB Command Center, (937) 257-6314, and ask for Air Clearance.

(f) DDN: COMM RI RUQABBD (DDN through DAASC, applies only to ATCMDs). Text message address: RUVAAEA/AFMC LSO WRIGHT PATTERSON AFB OH//LOTA//.

(g) ETM: COMM RI RUQABBD (DDN through DAASC, applies only to ATCMDs). Text message address: RUVAAEA/AFMC LSO WRIGHT PATTERSON AFB OH//LOTA//.

(h) E-Mail: [hqafmc.lot@wpafb.af.mil](mailto:hqafmc.lot@wpafb.af.mil).

(i) Website:

1 Military/government users: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>.

2 All other users: <http://www.afmc-pub.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>.

(2) Location: ACA East at Dover AFB Delaware (DE).

(a) Responsibility: All AF-sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the AF is listed as ACA in paragraph 5a. ACA East will handle all telephone and fax ATCMDs, greensheet action, tracers, and munitions clearance on shipments to Europe, Special Operations Command, Greenland, the Middle East, Gulf area, etc. During outages at the AF ACA East, shippers should use ACA Central. After duty hour emergencies are all handled by ACA Central.

(b) Organization: AF Shipper Service Liaison Office – Dover AFB DE.

(c) Mail: AF SSLO, AFMC LSO/LOTCD, Building 505, Room 103, 505 Atlantic Ave., Dover AFB DE 19902-5505.

(d) DSN: 445-6277 for ATCMDs, tracer actions, status, and general information on overseas shipments; Monday-Friday 0730-1630 Eastern. Fax: 445-6275. After normal duty hours emergencies contact the Wright-Patterson AFB Command Center, 787-6314, and ask for Air Clearance (ACA Central).

(e) Commercial: (302) 677-6277 Monday-Friday 0730-1630 Eastern. Fax: (302) 677-6275. After normal duty hours contact the Wright-Patterson AFB Command Center, (937) 257-6314, and ask for Air Clearance (ACA Central).

(f) DDN (for the ACA Central only): COMM RI RUQABBD (DDN thru DAASC, applies only to ATCMDs). Text message address: RUVAAEA/AFMC LSO WRIGHT PATTERSON AFB OH//LOTA//.

(g) ETM: Text message address: RUEDEJA/AF SSLO DOVER AFB DE//.

(h) E-Mail: [eileen.clark@dover.af.mil](mailto:eileen.clark@dover.af.mil).

(i) Website for ACA Central: <http://www.afmc.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>.

(3) Location: ACA West at Travis AFB California (CA).

(a) Responsibility: All AF-sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the AF is listed as ACA in paragraph 5,a. ACA West will handle all phone and fax ATCMDs, greensheet action, tracers, and munitions clearance on shipments to the Pacific area, including Alaska and Australia. During outages at the AF ACA West, shippers should use ACA Central. After duty hour emergencies are all handled by ACA Central.

(b) Organization: AF Shipper Service Liaison Office – Travis AFB CA.

(c) Mail: AF SSLO, AFMC LSO/LOTCT, Bldg 977, Rm 204, 90 Ragsdale Dr., Travis AFB CA 94535-2350.

(d) DSN: 837-5861 for ATCMD, tracer actions, status, and general information on overseas shipments; Monday-Friday 0800-1700 Pacific. Fax: 837-2510. After normal duty hours emergencies contact the Wright-Patterson AFB Command Center, 787-6314, and ask for Air Clearance (ACA Central).

(e) Commercial: (707) 424-5861 Monday-Friday 0800-1700 Pacific. Fax: (707) 424-2510. After normal duty hours contact the Wright-Patterson AFB Command Center, (937) 257-6314, and ask for Air Clearance (ACA Central).

(f) DDN (for the ACA Central only): COMM RI RUQABBD (DDN thru DAASC, applies only to ATCMDs). Text message address: RUVAAEA/AFMC LSO WRIGHT PATTERSON AFB OH//LOTA//.

(g) ETM: Text message address: RUHUTRA/AF SSLO TRAVIS AFB CA//.

(h) E-Mail: [afsslo@travis.af.mil](mailto:afsslo@travis.af.mil).

(i) Website for ACA Central: <http://www.afmc.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>.

e. Marine Corps CONUS Export ACA.

(1) Responsibility: All Marine Corps-sponsored CONUS export air cargo as listed in paragraph 5a.

(2) Organization: Marine Corps Logistics Base, Barstow CA.



(3) Mail: Commanding Officer (Code B565), Transportation Office, Building 236, Box 110565, Marine Corps Logistics Base, Barstow CA 92311-5014.

(4) DSN: 282-6901/6842/6978.

(5) Commercial: (760) 577-6901/6842/6978.<sup>4</sup>

(6) FAX: DSN 282-6679, Commercial (760) 577-6679.

(7) DDN: COMM RI RUWIBNA.

(8) ETM: CO MCLB BARSTOW CA// B565/ACA.

6. Overseas WCAs are listed alphabetically, by country.

a. The listings detail the WCAs responsible for specific areas and sponsoring Services. Included with each WCA is the related booking office responsible for securing the actual ocean carriage. The listings also include established liaison offices at the designated locations. Each entry provides the responsible organization, its mailing address, telephone number(s), routing indicator code, and message address. If a WCA cannot be located in this list for a specific geographic area, contact the booking office directly for assistance.

b. The theater commander designates the WCAs, in coordination with MTMC. MTMC designates the booking offices.

(1) Alaska:

(a) Location: Elmendorf AFB.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Alaska.

b Organization: Chief, MTMC, Alaska, Elmendorf AFB AK.

c Mail: Chief, MTMC AK – 956th Transportation Company, Building 7179, Room 132, Fighter Drive, Elmendorf AFB AK 99506-3575.

d DSN: 552-3036/3037; FAX: 552-2706.

e Telephone: (907) 272-3036/3037.

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<sup>4</sup> After normal duty hours (0500 –1600 PST, Monday - Friday), contact the duty officer at (760) 577-6611 or DSN 282-6611.

f DDN/Internet, Electronic Mail (E-mail), DASC, VAN.

g ETM: RUWMBKA, MTMC ALASKA, ELMENDORF AFB  
AK//MTW-S-AK//.

2 Booking Office: MTMC AK – 956th Transportation Company, Building  
7179, Room 132, Fighter Drive, Elmendorf AFB AK 99506-3575.

a Responsibility: All export ocean cargo through ports in Alaska.

b Organization: MTMC Ocean Cargo Clearance Authority (OCCA)  
Alaska.

c Mail: MTMC AK – 956th Transportation Company, Building 7179,  
Room 132, Fighter Drive, Elmendorf AFB AK 99506-3575.

d DSN: 552-3036/3037.

e Telephone: (907) 272-3036/3037.

f DDN/Internet, E-mail, DASC, VAN.

g Message Address: CHMTMC OCCA-AK ELMENDORF AFB AK.

(2) Argentina: See Puerto Rico.

(3) Australia:

(a) Location: Canberra.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Australia  
except Exmouth (northwest Cape, VA3).

b Organization: Transportation Office, USDODSA U.S. Embassy,  
Canberra Australia.

c Mail: Transportation Office, USDODSA U.S. Embassy, APO AP  
96404-5000.

d DSN: N/A.

e Telephone: 61-62-70-5879.

f DDN: COMM RI N/A.

g Message Address: USDODSA CANBERRA AS/LGT//.

h FAX: 61-62-70-5970.

2 Booking Office: 836th Transportation Battalion, Yokohama, Japan.

(b) Location: Exmouth, Western Australia.

1 WCA for all Services.

a Responsibility: All water shipments consigned to or shipped from Naval Communications Station, Harold E. Holt, Exmouth, Australia.

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Exmouth, Western Australia.

c Mail: Navy Sea Cargo Coordinator, Naval Communication Station, Box 30, FPO AP 96680-1800.

d DSN: 821-1945.

e Telephone: 099-49-3214.

f DDN: COMM RI RUHJKBA NAVCOMMSTA HAROLD E. HOLT  
EXMOUTH AS.

g TWX: RUMASAA NAVCOMMSTA HAROLD E. HOLT  
EXMOUTH AS.

2 Booking Office: 836th Transportation Battalion, Yokohama, Japan.

(4) Azores:

(a) Location: Praia da Vitoria, Terceira, Azores.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of the Azores, Portugal (GA\_ series).

b Organization: MTMC TTU Azores.

c Mail: (US) Commander, MTMC TTU Azores, ATTN: MTG-AZ-0, APO AE 09406-5000. (Civil Post) Commander, MTMC TTU Azores, U.S. Army Post, Praia da Vitoria, Terceira, Azores, Portugal.

d DSN: 895-3490, Ext 7291 or 6256.

e Telephone: N/A.

f DDN/Internet, E-mail, DASC, VAN.

g ETM: Same as DDN.

2 Booking Office: See CONUS OCCA, DSC.

(5) Bahrain:

(a) Location: Bahrain Island.

1 WCA for all Services.

a Responsibility: All water shipments through Bahrain Island ports of Bahrain (PK1) and the United Arab Emirates area ports of Dubai (P61), Abu Dhabi (PQ2), Mina Jabal Ali (PQ3), and Al Fujayrah (PQ4).

b Organization: Administrative Support Unit (ASU) Southwest Asia (SWA) Bahrain (Code 40).

c Mail: Supply Officer (Code 40), AWU SWA Box 397, FPO AE 09834-2800.

d DSN: (318) 439-4256.

e Telephone: (0973) 724-256.

f DDN: COMM RI RUFTNKA.

g ETM: ADMIN SUPU SWA BAHRAIN//40.

2 Booking Office: See Italy, Naples.

(6) Belgium: See Netherlands.

(7) Bolivia: See Puerto Rico.

(8) Brazil: See Puerto Rico.

(9) Chile: See Puerto Rico.

(10) Colombia: See Puerto Rico.

(11) Costa Rica: See Puerto Rico.

(12) Crete: See Greece.

(13) Cuba:

(a) Location: United States (U.S.) Naval Base, Guantanamo Bay.

1 WCA for all Services.

CE\_, & CF\_).  
a Responsibility: All water shipments through the ports of Cuba (CD\_,

b Organization: U.S. Naval Base, Guantanamo Bay, Cuba.

c Mail: Supply Officer, PSC 1005, Box 33, FPO AE 09593-0133.

d DSN: 564-8857, Ext 4206.

e Telephone: 011-53-99-4104/2404.

f DDN: COMM RI RUEBAHA.

g ETM: NAVSTA GUANTANAMO BAY CU.

h TWX: RUEBAHA NAVSTA GUANTANAMO BAY CU//23.

2 Booking Office: See CONUS OCCA, DSC.

(14) Denmark: See Germany.

(15) Diego Garcia:

(a) Location: Naval Support Facility, Diego Garcia.

1 WCA for all Services.

(QF1).  
a Responsibility: All water shipments through the port of Diego Garcia

b Organization: U.S. Navy Support Facility Diego Garcia.

c Mail: U.S. Navy Support Facility, Box 20, FPO AP 96685-2000.

d DSN: 870-0111, Ext 4140/4331/5567.

e Telephone: N/A.

f DDN: COMM RI RUVNSAA, NAVSUPPFAC DIEGO GARCIA.

g ETM: NAVSUPPFAC DIEGO GARCIA.

2 Booking Office: 836th Transportation Battalion, Yokohama, Japan.

(16) Dominican Republic: See Puerto Rico.

(17) Egypt: See Italy, Naples.

(18) El Salvador: See Puerto Rico.

- (19) England: See United Kingdom.
- (20) Ecuador: See Puerto Rico.
- (21) Ethiopia: See Italy, Naples.
- (22) France: See Germany and Italy, Naples.
- (23) Germany:

- (a) Location: Bremerhaven.

- 1 WCA for all Services.

- a Responsibility: All water shipments from ports in continental northern Europe bordering the Baltic and North Sea and French Atlantic area, French and Spanish Bay of Biscay area, and the Rhine River (port codes beginning with J).

- b Organization: MTMC TTCE OCCA-North, Bremerhaven, Germany.

- c Mail: (US) Chief, MTMC TTCE OCCA-North, ATTN: MTC-TOPS-TMN, APO AE 09069-5000. (Civil Post) Chief, MTMC TTCE OCCA-NORTH, ATTN: MTC-TOPS-TMN, Geb 227, Carl Schutz Kaserne, 2850 Bremerhaven, Germany.

- d DSN: 314 342-8778/8406.

- e Telephone: 49-471-82348.

- f DDN/Internet, E-mail, DASC, VAN.

- g Message Address: CDR MTMCTTCE OCCA-N BREMERHAVEN  
GE.

- h Telex Primary: Country 41 No 238880. Alternate: Country 41 No  
238743.

- i MILNET/DDN: OCCACL @ MINET-OBL-EM.

- 2 AF Liaison Offices.

- a Responsibility: AF.

- b Organization: OL-B USAFE LSS Bremerhaven.

- c Mail: OL-B USAFE LSS/WPLO Unit 22426 APO AE 09069.

- d DSN: None.

- e Telephone: 0471-891-8715.

f DDN: COMM RI N/A.

g Message Address: OL-B USAFE LSS Bremerhaven GE//WPLO//.

3 Booking Office: Same as WCA except DSN: 314-362-2313.

(24) Gibraltar: See United Kingdom.

(25) Greece:

(a) Location: Piraeus, Greece.

1 WCA for All Services.

a Responsibility: All water shipments through the ports of Greece (LD\_, LE\_, and LT\_).

b Organization: MTMC, Transportation Terminal Unit Greece.

c Mail: (US) Commander, MTMC TTU Greece (MTG-GR), APO AE 09253-5000. (Civil Post) Commander, MTMC TTU Greece, Saint George Bay, Keratsini, Piraeus, Greece.

d DSN: 622-1110.

e Telephone: 30-1-462-3173 (Operations), 462-6774 (Documentation).

f DDN/Internet, E-mail, DASC, VAN.

g ETM: RUQMZA CDE MTMC TTU GREECE//MTG-GFV/.

h Telex Country 601, No 212492.

2 Booking Office: See Italy, Naples.

(26) Guam: See Mariana Islands.

(27) Guatemala: See Puerto Rico.

(28) Hawaii:

(a) Location: Pearl Harbor, Hawaii.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of the Hawaiian Islands (including all port identifier codes beginning with "X").

b Organization: Fleet Industrial Supply Center, Pearl Harbor, Hawaii.

c Mail: Fleet and Industrial Supply Center , 1942 Gaffney St., Ste 100  
Attn: Code 400, Pearl Harbor, HI 96860-5300.

d DSN: 473-0798/0721/9684/9352.

e Telephone: (808) 473-0798/0721/9684/9352.

f DDN: COMM RI RUHESUU.

g TWX: RUHESUU, NAVSEACARCOORD, Pearl Harbor,  
HI//400A/400//.

2 AF Liaison offices:

a Responsibility: AF sponsored water shipments through the Hawaiian  
Area.

b Organization: U.S. AF Water Port Liaison Office.

c Mail: 15 LG/LSDCB Bldg 1072, Hickam AFB, HI 96853-5000.

d DSN: 449-3230.

e Telephone: (808) 449-3230.

f DDN: COMM RI RUHVAAA.

g ETM: RUHVAAA/15 LG HICKAM AFB HI//LSDCB//.

3 Booking Office:

a Responsibility: All water shipments from ports in the Hawaiian,  
Midway, Wake, Johnson, Marshall, and Samoan Islands (port codes beginning with TJ, TK, W,  
and X.).

b Organization: MTMC OCBO Hawaii.

c Mail: MTMC OCBO, Fleet and Industrial Supply Center, Box 300,  
Pearl Harbor, HI 96860-5000.

d DSN: 474-5217.

e Telephone: (808) 474-2230.

f DDN/Internet, E-mail, DASC, VAN.

g Message Address: CH MTMC OCBO NSC PEARL HARBOR HI.

(29) Honduras: See Puerto Rico.



(30) Iceland:

(a) Location: Keflavik.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Iceland (AU\_).

b Organization: U.S. Naval Air Station, Keflavik, Iceland.

c Mail: Material Division Officer, U.S. Naval Air Station, Keflavik, PSC  
1003, Box 21, FPO AE 09728-0321.

d DSN: 450-4125/4126.

e Telephone: 01 1-354254125/4126.

f DDN: COMM RI RUEOBML.

g ETM: NAVAIRSTA KEFLAVIK IC.

h TWX: NAVSTA KEFLAVIK IC//405.

2 Booking Office: See CONUS OCCA, DSC.

(31) Ireland: See United Kingdom.

(32) Israel:

(a) Location: Tel Aviv.

1 WCA Point of contact (POC) for all Services.

a Responsibility: POC for all ocean shipments through Israel.

b Organization: USDAO, American Embassy Tel Aviv.

c Mail: USDAO, American Embassy Tel Aviv, APO AE 09672-5000.

d DSN: N/A.

e Telephone: 00972-3-654338, Ext 361.

f DDN: COMM RI N/A.

g ETM: USDAO TEL AVIV IS.

2 Booking Office: See Italy, Naples.

(33) Italy:

(a) Location: Leghorn.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Italy except those in the immediate vicinity of Naples and Sigonella.

b Organization: MTMC Leghorn Terminal.

c Mail: (US) Commander, MTMC Leghorn Terminal, ATTN: MTG-LH, APO AE 09019-5000. (Civil Post) Commander, MTMC Leghorn Terminal, Camp Darby, 56018 Tirrenia/Pisa, Italy.

d DSN: 633-8046.

e Telephone: Country 39, Area 586, No 92165.

f DDN/Internet, E-mail, DASC, VAN.

g Message Address: Same as DDN.

h Telex Country 43 No 5002671.

i MILNET/DDN: MTC-LH @ MINET-LON-EM.

2 AF Liaison offices:

a Responsibility: AF.

b Organization: U.S. AF Water Port Liaison Officer.

c Mail: USAF OL-F WPLO ATTN: Mr. Mastrini Unit 3101 Box 20 APO AE 09613.

d DSN: 633-8209.

e Telephone: 94-0039-050-548209.

f DDN: COMM RI N/A.

3 Booking Office: See Naples.

(b) Location: Naples.

1 WCA for all Services.

vicinity of Naples.

- a Responsibility: All water shipments through the ports in the immediate

- b Organization: U.S. Naval Support Activity, Naples.

- c Mail: (USPS) U.S. Naval Support Activity, PSC 817, FPO AE 09622.

- d DSN: 625-1110, Ext 4146/4290.

- e Telephone: 011-39-81-724-4164.

- f DDN: COMM RI RUFLSKA.

- g Message Address: NAVSUPPACT NAPLES, IT.

- h MINET terminal: MATNSA @ MINET-CPO-EM WFTNAP @  
MINET-CPO-EM.

2 Booking Office:

- a Responsibility: All water shipments from ports in the Mediterranean, Spain, Portugal, Africa, Red Sea, Persian Gulf, and Pakistan (port codes beginning with K, L, M, N, P, and QA).

- b Organization: MTMC TTCE OCCA-South, Naples, Italy.

- c Mail: Chief, MTMC TTCE OCCA-South, Box 38, FPO AE 09521-  
5000.

- d DSN: 625-41 02/4103.

- e Telephone: 39-81-724-4102/41 03.

- f DDN: COMM RI RUFLSKA.

- g Message address: CH MTMC TTCE NAPLES ITALY//MTC-TOPS-  
TMS//.

(c) Location: Sigonella.

1 WCA for all Services.

- a Responsibility: All water shipments through the ports in the immediate  
vicinity of Sigonella.

- b Organization: Naval Air Station, Sigonella, Italy

- c Mail: U.S. Naval Air Station, PSC 812, FPO AE 09627-0812

- d DSN: 624-1110, Ext 5941/5280.
- e Telephone: 095-861110, Ext 5941/5280.
- f DDN: COMM RI RUFLEWA.
- g Message Address: NAS, SIGONELLA IT/N04500.
- h MILNET/DDN: OCCA-S @ MINET-LON-EM.

2 Booking Office: See Naples.

(34) Japan: Including Okinawa.

(a) Location: Iwakuni (Southern Area).

1 WCA for the Navy and Marine Corps.

a Responsibility: All Navy and Marine Corps-sponsored water shipments through the port of Iwakuni (UL7).

b Organization: U.S. Marine Corps Transportation Office, Marine Air Station, Iwakuni, Japan.

c Mail: Transportation Office, Marine Corps Air Station, FPO AP 98764-5000.

d DSN: 253-3456.

e Telephone: 242-3456, Ext 3077/4269.

f DDN: COMM RI RHARSAA.

g EMT: RHARSAA.

2 Booking Office: 836th Transportation Battalion, Yokohama, Japan.

(b) Location: Kadena Air Base, Okinawa.

1 WCA for the Navy.

a Responsibility: All Navy-sponsored water shipments through the ports of Okinawa.

b Organization: Commander, Fleet Activities, Okinawa.

c Mail: COMFLEACT Okinawa, ATTN: Log Dept., Mat'l Div, Box Log/Dept, FPO AP 98770-1150.

- d DSN: 630-1110 (operator).
- e Telephone: 634-1447/1059.
- f DDN: COMM RI RUYRSAA, COMFLEACT Okinawa JA.

2 Booking Office: See Naha, Okinawa.

(c) Location: Naha, Okinawa.

1 WCA for all Services except Navy (see Kadena).

a Responsibility: All non-Navy-sponsored water shipments through the following ports:

UBI (Naha)	UB2 (Buckner Bay)	UBB (Kin)
UBC (Tengan)	UB3 (Chimu-Wan)	UB4 (Ishigaki)
UB5 (Ie Shims)	UB6 (Kume)	UB7 (Miyako)
UB8 (Okino)	UB9 (Yaeyama)	UBF (Aja Port)

- b Organization: MTMC Terminal Okinawa.
- c Mail: Commander, MTMC Terminal, Okinawa, APO AP 96331-5000.
- d DSN: 637-3724/3726.
- e Telephone: 637-1166.
- f DDN: COMM RI RUADBEA/MTW-N.
- g TWX: RUADBEA/CDRMTMC Terminal Okinawa JA//MW-N//.

2 Booking Office:

a Responsibility: All water shipments from ports in Okinawa (port codes beginning with UB).

b Organization: MTMC OCBO, Okinawa.

c Mail: Commander, MTMC Terminal Naha Japan, ATTN: MTW-NOC, APO AP96331-5000.

- d DSN: 634-7736.
- e Telephone: 098938-1111 ask for 7-3724/3726.
- f DDN: COMM RI RUADBEA.
- g Message Address: CDR MTMC TML NAHA JAPAN //MW-NOC//.

3 Booking Office: 836th Transportation Battalion, Yokohama, Japan.

(35) Korea:

(a) Location: Pusan.

1 WCA for all Services.

a Responsibility: All water shipments through the Korean ports of Inchon (UC2), International Through Government Bill of Lading (ITGBL) commercial containers only; Chinhae (UDA), ammunition only; and Pusan (UD6 and UDC).

b Organization: MTMC OCCA, Pusan.

c Mail: Commander, MTMC Terminal, Pusan, ATTN: M17N-P-FC,  
APO AP.

d DSN: 263-3730/3731.

e Telephone: (051), 67-7912.

f DDN/Internet, E-mail, DASC, VAN.

g TWX: RUAGNPQ.

2 AF Liaison Office.

a Responsibility: All AF-sponsored shipments from installations in  
Korea.

b Organization: U.S. AF Water Port Liaison Office.

c Mail: USAF/ U.S. AF Water Port Liaison Office, UNIT 5179  
MTMC/TML APO AP 96259-5179.

d DSN: 763-7135.

e Telephone: 82-051-801-7135.

f DDN: COMM RI RUAGNPQ.

g ETM: RUAGNPQ.

3 Booking Office:

a Responsibility: All water shipments from ports in Korea (port codes beginning with UC, UD, and UE).

b Organization: MTMC OCBO, Pusan.

c Mail: Commander, MTMC Terminal Pusan, Chief, MTMC Freight Traffic Division, APO AP 96259-5000.

d DSN: 263-3730/3731.

e Telephone: (051) 67-7912.

f DDN: COMM RI RUAGNPQ.

g Message Address: CDR MTMC TML PUSAN KOREA //MTWP-F//.

(36) Lebanon:

(a) Location: Beirut.

1 WCA POC for all Services.

a Responsibility: POC for all ocean shipments through Lebanon.

b Organization: USOMC Beirut.

c Mail: USOMC Beirut, State Department Pouch Room, Washington,  
DC 20520-0001.

d DSN: N/A.

e Telephone: Beirut Lebanon 452-964.

f DDN: COMM RI N/A.

g ETM: USOMC BEIRUT LE.

2 Booking Office: See Italy, Naples.

(37) Liberia:

(a) Location: Monrovia.

1 WCA POC for all Services.

a Responsibility: POC for all ocean shipments through Liberia.

b Organization: U.S. Military Mission to Liberia.

c Mail: U.S. Military Mission to Liberia, APO AE 09155-5000.

d DSN: N/A.

e Telephone: Monrovia, Liberia 221755/224137.

f DDN: COMM RI N/A.

g ETM: LIBMISH MONROVIA LI.

2 Booking Office: See Italy, Naples.

(38) Mariana Islands:

(a) Location: Guam.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Guam (TA1, TA2, and TA6).

b Organization: Commander, Naval Forces Marianas , Guam, Mariana Islands.

c Mail: Commander, Naval Forces Marianas, Attn: Freight Terminal Detachment, PSC 455 Box 190, FPO AP 96540-1500.

d DSN: (315) 339-5180/7239.

e Telephone: 011-671 339-2214/5180.

f DDN: COMM RI RUHJHFT.

g TWX: RUHGXPA, NAVSEACARCOORD GUAM..

2 Booking Office:

a Responsibility: All water shipments from ports in Guam, Saipan, and the Mariana Islands (port codes beginning with TA).

b Organization: MTMC OCBO, Guam.

c Mail: Chief, MTMC OCBO Guam, NSD Naval Station, FPO AP 96630-5000.

d DSN: 339-6245/3184 or 339-7221.

e Telephone: N/A.

f DDN: RUHGXPA.

g Message Address: CH MTMCTY OCBO GUAM.

(39) Midway Island: See Hawaii.



(40) Morocco: See Italy, Naples.

(41) Netherlands:

(a) Location: Rotterdam.

1 Service: All.

a Responsibility: Netherlands and Belgium.

b Organization: OL-A USAFE/LSS Rotterdam, Netherlands.

c Mail: OL-A USAFE LSS, PSC 72 Box 194, APO AE 09709.

d DSN: 362-2518.

e Telephone: N/A.

f DDN: COMM RI N/A

g Message Address: OL-A USAFE LSS ROTTERDAM NU/WPLO//.

(42) New Zealand.

(a) Location: Christchurch .

1 WCA for all Services .

a Responsibility: All DOD water shipments for New Zealand.

b Organization: Air National Guard (ANG) Christchurch, Det 13.

c Mail: ANG CHCH Det 13 Supply, Operation Deep Freeze, PSC 467,  
Box 293, APO AP 96531-2000.

d DSN: N/A.

e DDN: COMMRI RUQADET.

f TWX: N/A.

(43) Nicaragua: See Puerto Rico.

(44) Norway: See Germany.

(45) Okinawa: See Japan.

(46) Paraguay: See Puerto Rico.

(47) Peru: See Puerto Rico.

(48) Portugal:

(a) Location: Lisbon.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Portugal (MJ).

b Organization: MTMC Outport Lisbon.

c Mail: Chief, MTMC Outport Lisbon, ATTN: MTC-LB, APO AE 09678-0001. (Civil Post) Chief, MTMC Outport, Lisbon, American Embassy, Av. Forcas Armadas, Sete Rios, 1600 Lisbon, Portugal.

d DSN: 723-1110, ask for MAAG Portugal.

e E Telephone: Country 35, Area 11, No 726-5632 or 726-6659/8880. 8670, Ext 2281/1 182.

f DSN: 723-1110, Ask for American Embassy, and then the MTMC Outport.

g ETM: CHIEF MTMC OUTPORT LISBON PO//MTC-LB//.

h TELEX: Country 404 No 12528 (AMEMB P).

2 Booking Office: See Italy, Naples.

(49) Puerto Rico:

(a) Location: U.S. Naval Station, Roosevelt Roads.

1 WCA for all Services.

a Responsibility: All water shipments through Roosevelt Roads (CK2.)

b Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico.

c Mail: Supply Department, Code N405, Box 3002, PSC 1008, FPO AA34051.

d DSN: 831 3348/3098.

e Telephone: (809) 865-3348/3098.

f DDN: COMM RI RUCLDHA.

g ETM: NAVSTA ROOSEVELT ROADS PR.

h TWX: NAVSTA ROOSEVELT ROADS PR//N4O5.

2 Booking Office: See CONUS OCCA, DSC.

(b) Location: San Juan .

1 WCA for All Services.

a Responsibility: All water shipments through the ports of San Juan (CK1 & CKA).

b Organization: MTMC Terminal, San Juan, Puerto Rico.

c Mail: CDR MTMC Terminal, Bldg. 20, Mail & Distribution Ctr, Fort Buchanan, Puerto Rico 00934.

d DSN: N/A.

e Telephone: (809) 793-2895/781-5102.

f TWX: CDRMTMC TERMINAL PR//MTEA-SAO-PR.

2 Booking Office: See CONUS OCCA, DSC.

(50) Sicily: See Italy, Naples.

(51) Scotland: See United Kingdom.

(52) Spain:

(a) Location: Rota.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of Spain (JL\_ KJ\_ and KL\_). Does not include Gibraltar (KJ4).

b Organization: U.S. Naval Station, Rota, Spain.

c Mail: (USPS) , US Naval Station, PSC 819, Box 8, FPO AE 09645-1600. (Civil Post) Supply Department, Code SUMT, Apartado 33, Base Naval de Rota, CAD/Z, Spain (11520).

d DSN: 727-2255/2966/2790.

e Telephone: 011-34-956-82-2790/2966/2690.

f DDN: Host @0 192.42.245.2.

g ETM: NAVSTA ROTA SPAIN.

h E-MAIL: ROTA TRANS@CPO-UNK.EUCOM. MIL.

2 Booking Office: See Italy, Naples.

(53) Taiwan:

(a) Location: Taipei.

1 WCA for all Services. Questions connected with the movement of all DOD personnel and material to/from Taiwan should be directed to:

a Mail: American Institute on Taiwan, #7, Lane 134, Section 3, HSIN, YI Road, Taipei, Taiwan.

b Telephone: 886-2-2-709-2000 ext 2090/2089/2088.

c Fax: 886-2-2-709-2000 ext 7675.

d TWX: AIT TAIPEI.

e E-mail: changto@state.gov.

2 Booking Office:

a Responsibility: All water shipments from Taiwan.

b Organization: American Institute in Taiwan.

c Mail: American Institute on Taiwan, #7, Lane 134, Section 3, HSIN, YI Road, Taipei, Taiwan.

d Telephone: 886-2-2-709-2000 ext 2090/2089/2088 .

e FAX: 886-2-2-709-2000 ext 7675.

f TWX: AIT TAIPEI.

g E-mail: changto@state.gov.

(54) Tunisia:

(a) Location: Tunis.

1 WCA POC for all Services.

a Responsibility: POC for all ocean shipments through Tunisia.

20520-0001.

- b Organization: USLO-Tunisia.
- c Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC
- d DSN: N/A.
- e Telephone: 00216-1-282-566, Ext 2191.
- f DDN: COMM RI N/A.
- g ETM: USLOT TUNIS TS.

2 Booking Office: See Italy, Naples.

(55) Turkey:

(a) Location: Iskenderun.

1 WCA for all Services.

(LQ1).

- a Responsibility: All water shipments through the port of Iskenderun

- b Organization: MTMC Outport, Iskenderun, Turkey.

- c Mail: (US) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, APO AE 09289-5000. (Civil Post) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, P.K. 99, Iskendemn, Turkey.

- d DSN: 676-1110, ask for Iskenderun.

- e Telephone: 90-881-13353/11989.

- f DDN/Internet, E-mail, DASC, VAN.

- g ETM: CHIEF MTMC OUTPORT ISKENDERUN TU//MTC4K//.

- h Telex Country 607 No 68126.

2 Booking Office: See Italy, Naples.

(b) Location: Istanbul.

1 WCA for all Services.

- a Responsibility: All water shipments through ports in vicinity of Istanbul (LR2, LR3, LR6, and LR7).

b Organization: MTMC Outport, Istanbul, Turkey.

c Mail: (US) Chief, MTMC Outport Istanbul, ATTN: MTC-IT, APO AE 09380-5000. (Civil Post), Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, 1 No. Lu denizilik Bankasi Ambari, Salipazari, Istanbul, Turkey.

d DSN: 672-1110.

e Telephone: 90-11-451266/451 267.

f DDN/Internet, E-mail, DASC, VAN.

g ETM: CHIEF MTMC OUTPORT ISTANBUL TU//MTC-IT//.

h Telex Country 607, No 22619.

2 Booking Office: See Italy, Naples.

(c) Location: Izmir.

1 WCA for all Services.

a Responsibility: All water shipments through the POD of Izmir (LR1).

b Organization: MTMC TTU TURKEY, Izmir, Turkey.

c Mail: (US) Commander, MTMC TTU Turkey, ATTN: MTC-IM, APO AE 09224-5000. (Civil Post) Commander, MTMC TTU Turkey ATTN: MTC-IM, Sair Esref Bulvari 31/3, Izmir, Turkey.

d DSN: 672-1110, ask for 3480/3411/3406.

e Telephone: 90-51-145360 or 145367, Ext 3411/3480.

f DDN/Internet, E-mail, DASC, VAN.

g ETM: CDR, MTMC TTW TURKEY IZMIR TU//MTC-IM/ (no punch card data).

h Telex: Country 607 No. 52377.

2 Booking Office: See Italy, Naples.

(56) United Kingdom:

(a) Location: Felixstowe, Suffolk, England.

1 WCA for all Services.

a Responsibility: All water shipments through the ports of England (HA\_, HB\_, and HC\_, Ireland (HD\_, certain ports of Scotland (i.e., HED, HEF, HE4, HFZ, HF4, and HF6) and Gibraltar (KJ4).

b Organization: MTMC Terminal United Kingdom.

c Mail: (USPS) Commander, MTMC Terminal United Kingdom, AITN: MTC-UK-TM, APO AE 09755-5000. (Civil Post) Commander, MTMC Terminal United Kingdom ATTN: MTC-UK-TM, Nr 2 Bldg., Parker Avenue, Felixstowe, Suffolk, England.

d DSN: 225-1110, ask for U.S. Army Felixstowe.

e Telephone: Country 44, Area 394, No 282357.

f DDN/Internet, E-mail, DASC, VAN.

g ETM: Same as DDN.

h Telex Country 51 No 98449.

i MILNET/DDN: MTMCUK @ MINET-LON-EM.

2 Booking Office:

a Responsibility: All water shipments from United Kingdom with POD codes beginning with H.

b Organization: MTMC TTCE OCBO-UK.

c Mail: Chief, MTMC TTCE OCBO-UK, ATTN: MTC-TMD-UK, APO AE 09755-5000.

d DSN: 225-1110, ask for US Army Felixstowe.

e Telephone: 44-394-282965.

f DDN/Internet, E-mail, DASC, VAN.

g Message Address: CH MTMC OCBO-UK FELIXSTOWE UK //MTC-TMD-UK//.

h Telex: Country 51, No 98449.

i MILNET/DDN: OCBO @ MINET-LON-EM.

(57) Uruguay: See Puerto Rico.

(58) Venezuela: See Puerto Rico.

(59) Wake Island: See Hawaii.

(60) (Zaire): Democratic Republic of the Congo.

(a) Location: Kinshasa.

1 WCA POC for all Services.

a Responsibility: POC for all ocean shipments through Democratic Republic of the Congo.

b Organization: U.S. Military Mission to Democratic Republic of the Congo.

c Mail: U.S. Military Mission to Democratic Republic of the Congo, APO AE 09662-5000.

d DSN: N/A.

e Telephone: Kinshasa, Democratic Republic of the Congo Democratic Republic of the Congo 22591. Contact operator.

f DDN: COMM RI N/A.

g ETM: ZAMISH KINSHASA CG.

2 Booking Office: See Italy, Naples.

7. The overseas ACAs are listed alphabetically, by location. The listings detail the ACAs responsibility for specific areas and sponsoring Services. Each entry provides the mailing address, telephone number(s), routing indicator codes, and message (ETM TWX) address.

a. Alaska:

(1) Location: Elmendorf AFB, Alaska.

(a) Service: All.

1 Responsibility: Alaska.

2 Organization: 3 TRANS/LGTR, Elmendorf AFB, Alaska.

3 Mail: 3 TRANS/LGTR, 6211 Arctic Warrior Dr, Elmendorf AFB, AK 99506-2285.

4 DSN: 552-0240/0242 .

5 Telephone: (907) 552-0240/0242.



6 DDN: COMM RI RHKAALA.

7 ETM: 3TRNS ELMENDORF AFB AK//LGTR//.

b. Antigua: See West Indies.

c. Argentina: See Puerto Rico.

d. Australia:

(1) Location: Canberra.

(a) Service: All.

1 Responsibility: All DOD air cargo routed through Australia aerial ports except Learmonth.

2 Organization: Traffic Management Office, USAFLO USCINCPACREP, Canberra, Australia.

3 Mail: Traffic Management Office, USAFLO USCINCPACREP, U.S. Embassy APO AP 96404-5060.

4 DSN: N/A.

5 Telephone: 062-732-229.

6 DDN: COMM RI N/A.

7 Message Address: CINCPACREPAUST CANBERRA AS.

(2) Location: Learmonth, W. Australia.

(a) Service: All.

1 Responsibility: All DOD-sponsored air cargo routed through Learmonth.

2 Organization: AMC Representative, Learmonth, U.S. Naval Communications Station, Harold E. Holt, Australia.

3 Mail: AMC Representative, U.S. Naval Communication Station, FPO AP 96680-5000.

4 DSN: N/A.

5 Telephone: 099-49-3367.

6 DDN: COMM RI RUHJKBA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS.

7 TWX: RUYASAA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS.

e. Azores:

(1) Location: Lajes Field, Azores, Portugal.

(a) Service: All.

1 Responsibility: Azores.

2 Organization: 65 TRANS/LGTT, Lajes Field, Azores, Portugal.

3 Mail: 65 TRANS/LGTT, Unit 8020, APO 09720-8020.

4 DSN: (From CONUS): 535-3364, (From Europe): 245-3364.

5 Telephone: From CONUS: 011-351-295-573364, From Europe: 351-295-573364.

6 DDN:

7 ETM: 65 TRNS LAJES FLD PO//LGTT//.

8 Fax: DSN (CONUS): 535-6259; Commercial (CONUS): 011-351-295-576259; DSN (Europe): 245-6259; Commercial (Europe): 351-295-576259.

f. Bahrain:

(1) Location: Bahrain.

(a) Service: All.

1 Responsibility: Bahrain Island.

2 Organization: Commander, Middle East Force, Bahrain.

3 Mail: Administrative Support Unit, FPO AE 09526-5000.

4 DSN: (324) 237-1110, Ext 65.

5 Telephone: (973) 243277, Ext 65.

6 DDN: COMM RI RUDDHAA.

7 ETM: ADMIN SUPU BAHRAIN.

g. Belgium: See Germany.

h. Bolivia: See Puerto Rico.

i. Brazil: See Puerto Rico.

j. Canada:

(1) Location: Argentia, Newfoundland.

(a) Service: All.

1 Responsibility: All DOD air shipments destined for Communications Research Squadron, Gander, Newfoundland Island.

2 Organization: U.S. Naval Facility, Argentia, Newfoundland.

3 Mail: Personal Property Office, Box 1, U.S. Naval Facility, FPO AE 09597-1103.

4 DSN: 622-1690, Ext 32.

5 Telephone: (709) 227-5643.

6 DDN: COMM RI N/A.

7 ETM: ARGENTIA CAN.

8 TWX: 016-3144.

k. Chile: See Puerto Rico.

l. Colombia: See Puerto Rico.

m. Costa Rica: See Puerto Rico.

n. Crete: See Italy, Naples.

o. Cuba:

(1) Location: Guantanamo Bay.

(a) Service: All.

1 Responsibility: All DOD air cargo consigned through U.S. Naval Station and U.S. Naval Air Station, Guantanamo Bay.

2 Organization: U.S. Naval Base, Guantanamo Bay, Cuba.

3 Mail: Receiving Officer, PSC 1005, Box 33, FPO AE 09593-0133.

4 DSN: 723-3960, Ext 4495.

5 Telephone: 011-53-99-4495.

6 DDN: COMM RI RUEBAHA.

7 ETM: NAVSTA GUANTANAMO BAY CU.

8 TWX: RUEBAHA NAVSTA GUANTANAMO BAY CU//23.

p. Denmark: See Germany.

q. Diego Garcia:

(1) Location: Diego Garcia.

(a) Service: All.

1 Responsibility: All DOD air cargo routed to/through Diego Garcia (NKVV).

2 Organization: U.S. Navy Support Facility Diego Garcia.

3 Mail: U.S. Navy Support Facility, Box 20, FPO AP 96685-2000.

4 DSN: 870-0111, Ext 4140/4331/5567.

5 Telephone: None.

6 DDN: COMM RI RUVNSAA, NAVSUPPFAC DIEGO GARCIA.

7 TWX: NAVSUPPFAC DIEGO GARCIA.

r. Dominican Republic: See Puerto Rico.

s. Egypt: See Spain, NAS Rota.

t. El Salvador: See Puerto Rico.

u. England: See United Kingdom.

v. Ecuador: See Puerto Rico.

w. Ethiopia: See Spain, NAS Rota.

x. France: See Germany.

y. Germany:

(1) Location: Ramstein.

(a) Service: All.

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo.

2 Organization: HQ USAFE/LGTTA (ACA), Ramstein AB, Germany.

3 Mail: HQ USAFE/LGTTA (ACA), UNIT 3050 APO AE 09094-3050, APO AE 09094-3050.

4 DSN: 480-5313/2124.

5 Telephone: 49-6371-472124/5313.

6 FAX: DSN 480-5314 or 49-6371-475314.

7 E-mail: USAFE.LGTACA@ramstein.af.mil.

8 ETM: HQ USAFE RAMSTEIN AB GE//LGTT/ACA//.

z. Greece: See Italy, Naples.

aa. Guam: See Mariana Islands.

ab. Guatemala: See Puerto Rico.

ac. Hawaii:

(1) Location: Honolulu.

(a) Service: Army.

1 Responsibility: All Army-sponsored air shipments through Hickam AFB (HIK).

2 Organization: U.S. Army, ACA, Hickam AFB.

3 Mail: USAACA, Hawaii, Hickam AFB , HI 96853.

4 DSN: 430-0111.

5 Telephone: (808) 449-6770.

6 DDN: COMM RI RUHHHMA.

7 TWX: RUHHHMIVCDRUSASCH Ft Shafter, HU/APZV-DIT-C//.

(b) Service: Navy, Marine Corps, and Coast Guard.

1 Responsibility: All Navy, Marine Corps and Coast Guard air shipments through Hickam AFB (HIK) and Honolulu International Airport.

2 Organization: Fleet and Industrial Supply Center, Pearl Harbor, Hawaii.

3 Mail: Fleet and Industrial Supply Center, Box 300, Terminals  
Department/Navy ACA, Pearl harbor, HI 96860-5300.

4 DSN: 471-9684.

5 Telephone: (808) 471-7774/9684, 474-3772.

6 DDN: COMM RI RUHESUU.

7 Message Address: RUHESUU/FISC PEARL HARBOR HI//4024/400//.

(c) Service: AF.

1 Responsibility: All AF-sponsored air shipments through Hickam AFB (HIK).

2 Organization: AF ACA, Hickam AFB, Hawaii.

3 Mail: 15 Transportation Squadron/LGTTACA, Hickam AFB, HI 96853-  
5000.

4 DSN: 430-0111.

5 Telephone: (808) 449-5072.

6 DDN: COMM RI RUHVAAA.

7 ETM: TWX: RUHVAAPW 15 TRNSS HICKAM AFB HI //LGTACA//.

ad. Honduras: See Puerto Rico.

ae. Iceland:

(2) Location: Keflavik.

(a) Service: All.

1 Responsibility: All DOD air shipments through Keflavik (KEF).

2 Organization: U.S. Naval Air Station, Keflavik, Iceland.

3 Mail: Material Division Officer (HHG), U.S. Naval Air Station, Keflavik,  
PSC 1003, BOX 21, FPO AE 09278-0321.

4 DSN: 450-7998/461 8/4336.

5 Telephone: 011-354-25-7998/461 8/4336.

6 DDN: COMM RI RUEOBML.

7 ETM: NAVAIRSTA KEFIAVIK IC.

8 TWX: NAVSTA KEFLAVIK IC//405.

af. Ireland: See United Kingdom.

ag. Israel:

(3) Location: Tel Aviv.

(a) Service: All.

1 Responsibility: POC for air shipments through Israel.

2 Organization: USDAO, American Embassy Tel Aviv.

3 Mail: USDAO, American Embassy Tel Aviv, APO AE 09672-5000.

4 DSN: N/A.

5 Telephone: 00972-3-654338, Ext 361.

6 6DDN: COMM RI N/A.

7 7ETM: USDAO TEL AVIV IS.

ah. Italy:

(4) Location: Naples.

(a) Service: All.

1 Responsibility: Immediate vicinity of Naples.

2 Organization: U.S. Navy Support Activity, Naples.

3 Mail: (USPS) U.S. Naval Support Activity, Box 5, FPO AE 09521-5000.  
(Civil Post) U.S. Naval Support Activity, via E. Scarfoglio, Pozzuoli (Napoli) 80078.

4 DSN: 625-1110, Ext 4290/4291.

5 Telephone: 0039-081-724-4290/4291.

6 DDN: COMM RI RUFLSKA.

7 ETM: ACA, US NAVSUPPACT, NAPLES IT.

8 MINET Terminal: Matnsa CPO.

(5) Location: Sigonella.

(a) Service: All.

1 Responsibility: Immediate vicinity of Sigonella.

2 Organization: Naval Air Station, Sigonella, Italy.

3 Mail: ACA Air Cargo, U.S. Naval Air Station, PSC 812, Box 3180, FPO AE 09627 FPO AE 09523-5000.

4 DSN: 624-5953/5954/5219, FAX: 624-5180.

5 Telephone: 095-865953/5954/5219 FAX: 095-865-5180.

6 DDN: COMM RI RUFWPSS/SIGONELLA IT//ATOC/OPS/TERM// E-MAIL: atermfrit@sicily.navy.mil.

7 ETM: ACA AIR CARGO, US NAV AIR STA, SIGONELLA, IT.

(6) Location: Aviano Air Base.

(a) Service: All.

1 Responsibility: Northeastern Italy.

2 Organization: 31 FW/LGTF Aviano AB, Italy.

3 Mail: 31 FW/LGTF, UNIT 6109, APO AE 09601.

4 DSN: 632-7586.

5 Telephone: None.

6 FAX: DSN: 632-7066.

7 E-Mail: 31trns.aca@aviano.af.mil.

8 ETM: 31 FW AVIANO AB ITALY//LGTT/LGTF//.

ai. Japan: (including Okinawa).

(7) Location: Iwakuni.

(a) Service: All.

1 Responsibility: Iwakuni, Japan.

2 Organization: Marine Corps Air Station Iwakuni.



3 Mail: Transportation Officer, TMO Shipping and Receiving, PSC 561, Box 873, FPO AP 96310-0029.

4 DSN: 253-4379/3370.

5 Telephone: None.

6 DDN: COMM RI RHARSAA.

7 TWX: RJOI.

(8) Location: Kadena, Okinawa.

(a) Service: Army.

1 Responsibility: All Army-sponsored air shipments through Kadena AB (DNA).

2 Organization: U.S. Army Garrison, Okinawa, Director of Logistics.

3 Mail: U.S. Army Garrison, Okinawa, Director of Logistics, ATTN: AJGO-LT (ATCO), APO AP 96331-0008.

4 DSN: 634-1 450/1457.

5 Telephone: No commercial telephone.

6 DDN: COMM RI CDR USAGO MAKIMINATO JA //AJGO-LT//.

7 TWX: RUADBEA CDRUSAGO MAKIMINATO JA //AJGO-LT//.

(b) Service: Navy.

1 Responsibility: All Navy-sponsored air shipments through Okinawa aerial ports.

2 Organization: Commander, Fleet Activities, Okinawa.

3 Mail: COMFLEACT Okinawa, ATTN: Log Dept, Matl Div, Box Log Dept, FPO AP 98770-1150.

4 DSN: 630-1110 (operator).

5 Telephone: 634-1447/1059.

6 DDN: COMM RI RUYRSAA, COMFLEACT OKINAWA JA.

7 TWX: N/A.

(c) Service: AF.

- 1 Responsibility: All AF-sponsored air shipments through Kadena AB (DNA).
- 2 Organization: 18 TRANS/LGTT, Kadena AB, Japan.
- 3 Mail: 18 TRNS/CC Unit 5198, APO AP 96239-5198.
- 4 DSN: 634-4492.
- 5 Telephone: None.
- 6 DDN: COMM RI RHAKAAA 18TRANS KADENA AB JA//LGTT.
- 7 ETM: 18TRANS KADENA AB JA//LGTT//.

(d) Service: Marine Corps.

- 1 Responsibility: All Marine Corps-sponsored air shipments through Kadena AB (DNA).
- 2 Organization: U.S. Marine Corps, Traffic Management Office, MCB Camp S.D. Butler, Bldg 401, Camp Kinser, Okinawa, Japan.
- 3 Mail: Traffic Management Office, MCB Camp S.D. Butler, Unit 35018, Okinawa, Japan, FPO AP 96373-5018.
- 4 DSN: 637-3919.
- 5 Telephone: 637-3919.
- 6 DDN: CG MCB CAMP BUTLER JA//G4/TMO//.
- 7 TWX N/A.

(9) Location: Misawa.

(a) Service: All.

- 1 Responsibility: Misawa AB, Japan.
- 2 Organization: Traffic Management Office, Misawa AB.
- 3 Mail: 35 TRANS/LGTT, Unit 5015, APO AP 96319-5015.
- 4 DSN: 226-3546.
- 5 Telephone: 011-81-3117-66-3546.

6 DDN: COMM RI RULTAAA 35TRNS MISAWA AB JA//LGTT//.

7 ETM: 35TRNS MISAWA AB JA//LGTT//.

(10) Location: Yokota.

(a) Service: Army.

1 Responsibility: All Army-sponsored air shipments through Yokota AB (OKO).

2 Organization: U.S. Army, Air Traffic Coordinating Office, Yokota US Army Garrison, Honshu.

3 Mail: U.S. Army ATCO, U.S. Army Garrison, Honshu APO AP 96328-5000.

4 DSN: 242-1101.

5 Telephone: 225-7002/8700.

6 DDN: COMM RI RUMMJNA/ATTN: Army ATCO.

7 TWX: RUMMJNA/U.S. ARMY ATCO YOKOTA JA //10-TR-ZA//.

(b) Service: Navy, Marine Corps, and Coast Guard.

1 Responsibility: All Navy-, Marine Corps-, and Coast Guard-sponsored air shipments through Yokota AB (OKO).

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT).

3 Mail: Chief Petty Officer in Charge, U.S. Navy Overseas Air Cargo Terminal (NOACT), Building 79, APO AP 96328.

4 DSN: 248-1101; ask for local number below.

5 Telephone: 225-9428/9514/8979/8782.

6 DDN: COMM RI RUADJNA, NOACT YOKOTA AB, JA.

7 TWX: RUADJTA, NOACT YOKOTA AB, JA (commercial refile point)

(c) Service: AF.

1 Responsibility: All AF sponsored air shipments through Yokota AB (OKO).

2 Organization: 374 Transportation Squadron.

3 Mail: 374 TRANS SQ/LGTT, Unit 5120, APO AP 96328-5000.

- 4 DSN: 225-9154.
- 5 Telephone: 011-81-3117-55-9154.
- 6 DDN: COMM RI RUAHAWA 374 TRANS YOKOTA AB JA//LGTT//.
- 7 ETM: 374 TRANS YOKOTA AB JA//LGTT//.

aj. Korea:

(11) Location: Kunsan.

(a) Service: All.

- 1 Responsibility: Kunsan Air Base activities.
- 2 Organization: 8 Transportation Squadron, Kunsan AB, Korea.
- 3 Mail: 8 TRANS/LGTT, Unit 2133, Attn: ACA, APO AP 96264.
- 4 DSN: 782-3110/5579.
- 5 Telephone: 011-82-654-470-3110 .
- 6 DDN: COMM RI RUHHMLT 8TRANS KUNSAN AF KOR//LGTT// .
- 7 ETM: RUAKMIA/8TRANS KUNSAN AB KOR//LGTT//.

(12) Location: Osan.

(a) Service: All.

- 1 Responsibility: All DOD-sponsored air shipments through Osan AB, Kimpo, and Taegu except AF-sponsored shipments through Osan and Taegu.
- 2 Organization: Commander, 25th Transportation Center (MC).
- 3 Mail: Commanding Officer, U.S. Army/Navy Air Traffic Coordinating Office, 25th Transportation Center (MC), APO AP 96301-5000.
- 4 DSN: 262-371 5/3985.
- 5 Telephone: 293-5675.
- 6 DDN: COMM RI CDR 25th TRANSCON (MC) SEOUL KOR//EATC-MF//.
- 7 TWX: RUAGAAA.

(b) Service: AF.

- 1 Responsibility: All AF-sponsored air shipments through Osan Air Base.
- 2 Organization: 51 Transportation Squadron, Osan Air Base, Korea.
- 3 Mail: 51 TRANS SQ/LGTT, Unit 2069, Bldg 624, APO AP 96570-5000.
- 4 DSN: 784-4231.
- 5 Telephone: 011-82-333-661-4231.
- 6 DDN: COMM RI RUAKKRA.
- 7 ETM: 51TRANS OSAN AB KOREA//LGTT//.

ak. Lebanon.

(13) Location: Beirut.

(a) Service: All.

- 1 Responsibility: POC for air shipments through Lebanon.
- 2 Organization: USOMC, Beirut.
- 3 Mail: USOMC, Beirut, State Department Pouch Room, Washington, DC  
20520-5000.
- 4 DSN: N/A.
- 5 Telephone: Beirut, Lebanon 452-964.
- 6 DDN: COMM RI N/A.
- 7 ETM: USOMC BEIRUT LE.

al. Liberia:

(14) Location: Monrovia.

(a) Service: All.

- 1 Responsibility: POC for air shipments through Liberia.
- 2 Organization: U.S. Military Mission to Liberia.
- 3 Mail: U.S. Military Mission to Liberia, APO AE 09155-5000.
- 4 DSN: N/A.
- 5 Telephone: Monrovia, Liberia 221 755/224137.

6 DDN: COMM RI N/A.

7 ETM: LIBMISH MONROVIA LI.

am. Mariana Islands:

(15) Location: Guam.

(a) Service: AF.

1 Responsibility: Guam, except Navy and Marine Corps.

2 Organization: 36 Transportation Squadron , Anderson AFB, Guam.

3 Mail: 36 TRANS /LGTT, Unit 14005, Bldg 22002, ANDERSEN AB,  
GUAM APO AP 96334-5000.

4 DSN: 366-3627.

5 Telephone: 671-3627.

6 DDN: COMM RI RUHJOFA 36TRANS ANDERSEN AB GUAM//.

7 ETM: RUHGSAA/36TRANS ANDERSEN AFB GU//LGTT//.

(b) Service: Navy and Marine Corps.

1 Responsibility: All Navy- and Marine Corps-sponsored air shipments through  
Anderson AFB (UAM) and NAS Agana/Guam International Airport (GUM).

2 Organization: U.S. Naval Supply Depot, Guam, Mariana Islands.

3 Mail: Commanding Officer, U.S. Naval Supply Depot (Code 400), FPO AP  
96630-5000.

4 DSN: (315) 339-51 80/7239.

5 Telephone: (671) 339-5180/7239.

6 DDN: COMM RI RUHJHFT.

7 TWX: RUHGXPA NSD GUAM.

an. Midway Island:

(16) Location: Midway Island.

(a) Service: All.

- 1 Responsibility: All air shipments through Midway Island.
- 2 Organization: Naval Air Facility, Midway Island.
- 3 Mail: Officer-In-Charge, NAF Midway Island, FPO AP 96614-5000.
- 4 DSN: 430-0111, Ext 400/81 4/541.
- 5 Telephone: Via Honolulu, Hawaii International Operator (808) 422-0531, Ext 400/81 4/541.
- 6 DDN: COMM RI N/A.
- 7 Message Address: NAF MIDWAY ISLAND.

ao. Morocco: See Spain, NAS Rota.

ap. New Zealand:

(17) Location: Christchurch International Airport.

(a) Service: All.

- 1 Responsibility: All DOD air shipments for New Zealand.
- 2 Organization: Naval Support Force Antarctica, Detachment Christchurch.
- 3 Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch.
- 4 DSN: N/A.
- 5 Telephone: Christchurch 583-079, Ext 8016/8013/8017.
- 6 DDN: COMM RI RUHHWEA, NAVSUPFORANTARCTICA DET CHRISTCHURCH NZ.
- 7 TWX: N/A.

aq. Nicaragua: See Puerto Rico.

ar. Norway: See Germany.

as. Okinawa: See Japan.

at. Panama: See Puerto Rico.

au. Paraguay: See Puerto Rico.

av. Peru: See Puerto Rico.

aw. Philippines: N/A.

ax. Portugal: See Spain, NAS Rota.

ay. Puerto Rico:

(18) Location: U.S. Naval Station, Roosevelt Roads.

(a) Service: All.

1 Responsibility: All DOD air shipments through Roosevelt Roads (NRR).

2 Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico.

3 Mail: Supply Department, Code N405, Box 3002, PSC 1008 FPO AA 34051-3002.

4 DSN: 831-3348/3098.

5 Telephone: (809) 865-3348/3098.

6 DDN: COMM RI RUCLDHA.

7 ETM: NAVSTA ROOSEVELT ROADS PR.

8 TWX: NAVSTA ROOSEVELT ROADS PR//N405.

(b) Booking Office: See CONUS OCCA, DSC.

az. Scotland: See United Kingdom.

ba. Sicily: See Italy, Naples.

bb. Spain:

(19) Location: Rota.

(a) Service: All.

1 Responsibility: Immediate vicinity of Rota, Spain.

2 Organization: U.S. Naval Station, Rota, Spain.

3 Mail: ACA, U.S. Naval Station, FPO AE 09540-1261.

4 DSN: 727-1110, Ext 2170.

5 Telephone: 36-56-862780, Ext2170.



6 DDN: COMM RI RUTKSHH.

7 ETM: ACA, U.S. NAVSTA ROTA, SPAIN.

bc. Taiwan:

(20) Questions connected with the movement of all DOD personnel and materiel to/from Taiwan should be directed to:

(a) Mail: American Institute on Taiwan, #7, Lane 134, Section 3, HSIN YI Road, Taipei, Taiwan.

(b) Telephone: 886-2-2-709-2000 ext 2090/2089/2088.

(c) Fax: 886-2-2709-2000 ext 7675.

(d) TWX: AIT TAIPEI.

(e) E-mail: changto@state.gov.

bd. Tunisia:

(21) Location: Tunis.

(a) Service: All.

1 Responsibility: POC for all air shipments through Tunisia.

2 Organization: USLO-Tunisia.

3 Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC  
20520-5000.

4 DSN: N/A.

5 DDN: COMM RI N/A.

6 ETM: USLOT TUNIS TS.

be. Turkey:

(22) Location: Incirlik, Turkey.

(a) Service: All.

1 Responsibility: Turkey (All).

2 Organization: 39 /TRANS/LGTA, Incirlik, Turkey.

3 Mail: 39 TRANS/LGTA, Unit 7090, Box 128, APO AE 09824-0128.

4 DSN: 676-6707/3501.

5 Telephone: 90-322-316-6707/3501.

6 FAX: DSN 676-3863 or 90-322-316-3863 .

7 E-Mail: 39TRANS.ACA@incirlik.af.mil.

8 ETM: 39TRANS INCIRLIK AB TU//LGT/LGTA//.

bf. Uganda:

(23) Location: Kampala.

(a) Service: All.

1 Responsibility: POC for all air shipments through Uganda.

2 Organization: American Embassy Kampala.

3 Mail: American Embassy Kampala, State Department Pouch Room,  
Washington DC 20520-50004.

4 DSN: N/A.

5 Telephone: Kampala Uganda 59791.

6 DDN: COMM RI N/A.

7 ETM: AMEMBASSY KAMPALA.

bg. United Kingdom:

(24) Location: Dublin, Ireland.

(a) Service: All.

1 Responsibility: POC for all air shipments through Ireland.

2 Organization: USDAO, American Embassy Dublin.

3 Mail: USDAO, American Embassy Dublin State Department Pouch Room,  
Washington, DC 20520-5000.

4 DSN: N/A.

5 Telephone: 00351-1-688777, Ext 257.

6 DDN: COMM RI N/A.

7 ETM: USDAO DUBLIN IR.

(25) Location: RAF Mildenhall, UK.

(a) Service: All.

1 Responsibility: United Kingdom Region.

2 Organization: USAFE LSS OL-D, RAF Mildenhall, United Kingdom.

3 Mail: USAFE LSS OL-D/ACA C/O 3AF/LG Unit 4840 APO AE 09459-5000.

4 DSN: 238-2232/2703.

5 Telephone: 01638542232.

6 FAX: DSN 238-2703 or 01638542703.

7 E-Mail: usafelssol-d.aca@mildenhall.af.mil .

8 ETM: 3AF A4 RAF MILDENHALL UK//A434/ACA//.

bh. Uruguay: See Puerto Rico.

bi. Venezuela: See Puerto Rico.

bj. Wales: See United Kingdom.

bk. West Indies:

(26) Location: Antigua.

(a) Service: All.

1 Responsibility: All DOD air shipments through Antigua.

2 Organization: AF Station, Antigua.

3 Mail: Det 1, 45 Logistics Group (LG), Antigua, AC.

4 DSN: N/A.

5 Telephone: N/A.

6 DDN: COMM RI RUDGABP.

7 ETM: DET 1 45 LG ANTIGUA AC//CC//.

bl. (Zaire): Democratic Republic of the Congo.

(27) Location: Kinshasa.

(a) Service: All.

1 Responsibility: All air shipments through the Democratic Republic of the Congo.

2 Organization: U.S. Military Mission to the Democratic Republic of the Congo.

3 Mail: U.S. Military Mission to the Democratic Republic of the Congo, APO AE 09662-5000.

4 DSN: N/A.

5 Telephone: Kinshasa, Zaire 22591, contact the operator.

6 DDN: COMM RI N/A.

7 ETM: ZAMISH KINSHASA CG.

bm. Zambia:

(28) Location: Lusaka.

(a) Service: All.

1 Responsibility: POC for all air shipments through Zambia.

2 Organization: American Embassy Lusaka.

3 Mail: American Embassy Lusaka, State Department Pouch Room, Washington, DC 20520-5000.

4 DSN: N/A.

5 Telephone: Lusaka, Zambia 214911.

6 DDN: COMM RI N/A.

7 ETM: AMEMBASSY LUSAKA.

## **APPENDIX CC-8**

### **PROCEDURES FOR TRANSPORTING GOVERNMENT-OWNED SMALL ARMS, AMMUNITION, AND HAZARDOUS MATERIALS (HAZMAT) ABOARD COMMERCIAL AIRCRAFT IN SCHEDULED AND CHARTER SERVICE**

1. This Appendix applies to movement of government-owned individual carry-on weapons, ammunition, and HAZMAT aboard commercial aircraft in scheduled and chartered service.

a. No passenger will be permitted to transport weapons, ammunition and/or other HAZMAT to, from, or aboard commercial aircraft except as provided in this paragraph and as prescribed in individual Services' directives.

b. When concurrent shipment of personnel and their weapons, ammunition, and/or HAZMAT is determined by the responsible commander, the following notifications will be made:

(1) For scheduled service, the installation transportation officer (TO) will contact the carrier to determine company policy regarding transport of weapons, associated ammunition, and HAZMAT, as applicable.

(2) For charter service, identify on DD Form 1249, SAAM or JCS Exercise Airlift Request, according to Appendix W requirement to transport weapons, associated ammunition and other HAZMAT when applicable.

2. Standard Methods for Movement of Individual Weapons on Scheduled Service.

a. Commanders will coordinate in advance with carrier station managers or charter representatives to arrange for continued observation of weapon containers through baggage handling stages during loading or unloading at origin/destination or transfer point.

b. All military members will be briefed to cooperate with commercial airline representatives concerning weapons carried in the checked baggage and;

(1) The passenger must declare to the air carrier, either orally or in writing before checking the baggage, that the firearm carried in the baggage is unloaded;

(2) Weapons will be packed in a suitable locked/secured container, i.e., suitcase, gun case, etc. Individually ticketed passengers must check with the airline representative, in advance, to find out what type of container is appropriate for that carrier when carrying weapons (e.g., soft-sided suitcase or a hard-sided container);

(3) When the firearm is other than a shotgun, rifle, or other firearm normally fired from the shoulder position, the baggage in which it is carried is locked, and only the passenger checking the baggage retains the key or combination; and

(4) The baggage containing the firearm is carried in an area, other than the flight crew compartment, that is inaccessible to passengers.

3. Standard Methods for Movement of Individual Weapons on Charter Service. Unloaded weapons are allowed in the passenger compartment of the aircraft only when the total cabin load of the aircraft consists exclusively of Department of Defense (DOD)-sponsored forces, and supporting training exercises or contingency operations and when authorized in the Operations Plan or mission directive.

a. Weapons stowed in the baggage compartment must be assembled, unloaded and containerized.

b. Crew-serviced weapons (M-60, 50 Cal, etc.) must be transported in the baggage compartment.

c. Weapons (shoulder fired and side arm) carried in the passenger compartment must have:

(1) The bolt removed and placed in a plastic bag or wrap or other suitable protective cover and stored in the individual's rucksack/Alice pack prior to aircraft boarding (units may use a bolt box or any other type container), or;

(2) The bolt locked in proper position to allow visual inspection. The weapon safety switch must be in the safe position. For M-16 weapons, an inserted flag safety stick may be used to lock the bolt in proper position and allow visual inspection;

(3) The magazine removed.

d. Armed couriers will notify the aircrew and surrender their weapon and ammunition as directed. Include use of armed couriers on DD Form 1249 completed according to Appendix W.

e. Handling and stowage of hand-carried weapons.

(1) An officer or senior ranking enlisted member of the group will be designated as troop commander in charge of each aircraft transporting troops. There will only be one troop commander per aircraft. This individual is responsible for ensuring 100 percent compliance with military regulations and providing a single point of contact and liaison with the senior flight attendant.

(2) Prior to boarding, all troops with weapons will be instructed by the troop commander to use extreme care when carrying their weapons to their seat so they do not puncture aircraft components such as windows, wall coverings, overhead racks, seat backs, cushions, etc.

(3) During boarding, one person will be positioned at the bottom of the steps to control passenger flow and double check carry-on equipment. This individual will ensure each weapon carried on board has the bolt removed, and either has a flag safety stick inserted or is in the proper locked position (See paragraphs 3.a., b., and c. above), that no round is positioned in the chamber, and an ammunition clip/magazine is not affixed to the weapon. One person will be positioned at the head of each aisle (two for wide-body aircraft) to direct troops. If necessary, another person may be positioned along the aisle to direct seating.

(4) The weapons will be placed flat on the floor of the aircraft under the seats in front of them. Passengers sitting in bulkhead seats will stow weapons under their seats or place them in a cabin storage area approved by the flight attendant.

4. Ammunition and other HAZMAT transported on Charter Aircraft.

a. Ammunition for individual weapons, explosives, and any other HAZMAT may not be hand-carried into the passenger compartment. Ammunition and other HAZMAT will not be placed in checked baggage.

b. Ammunition and other HAZMAT must be properly packaged, marked, and labeled.

(1) Small arms-type ammunition (1.4S), United Nations (UN) 0012 and UN0014 must be shipped in UN specification containers packaged according to military instructions or technical directives or in Department of Transportation (DOT) approved packaging specified in Code of Federal Regulations (CFR), Title 49, Transportation, Part 173.62, Specific Packaging Requirements for Explosives. Ammunition designated as "ORM-D" may only be shipped to U.S. domestic locations when in original manufacturer's packaging.

(2) Other HAZMAT must be packaged as specified in CFR Title 49, Transportation, Part 173, Shippers--General Requirements for Shipments and Packagings for the specific commodity.

(3) Packaging must be marked and labeled to identify contents as prescribed by CFR Title 49 Transportation, Part 172, Subpart D Marking and Subpart E Labeling.

c. Quantity per package limits must not exceed CFR Title 49 Transportation, Part 172.101 Purpose and Use of Hazardous Materials Table, Column 9A. Items listed as "Forbidden" in Column 9A will not be transported.

d. No more than 25 Kg net weight of any HAZMAT authorized to be transported on a passenger aircraft and in addition, only 75 Kg net weight of Class 2.2 (Non-flammable Gas) is permitted in an inaccessible cargo compartment. These quantity limits do not apply to ORM-D (or consumer commodities), Class 9 (Miscellaneous) and Class 7 (Radioactive). Note: Oxygen cylinders must be packaged in containers meeting performance criteria of Air Transport Association Specification 300 for Type I shipping containers.

5. Shipper's Declaration for Dangerous Goods must be completed for the HAZMAT. If AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3, Preparation of Hazardous Materials for Military Air Shipments, is used as the certification document, the following statement must appear on the cargo manifest, "Type and Quantity of Hazardous Materials Conforms to CFR Title 49, 172.101 and Part 175 for Passenger Aircraft."

6. Inspection of Baggage, Hazardous or Prohibited Items. Federal law prohibits carriage of HAZMAT aboard passenger equipment or in passenger baggage (CFR Title 49). Violations of the law may result in criminal or civil action and/or disciplinary action according to the Uniform Code of Military Justice. To prevent unauthorized transport of hazardous or prohibited material, the troop commander will be responsible for conducting an inspection of personnel and their checked or stowed baggage and carry-on items to verify that no hazardous items are present.

This inspection will be conducted, whenever possible, at the military installation prior to departure, to avoid delays and congestion in passenger terminal areas. Examples of hazardous or prohibited material which may not be moved in either checked or carry-on baggage include, but are not limited to, the following: black power, blasting caps, caustic or corrosive materials, detonating fuses, dynamite, explosive projectiles, flares, flammable material, grenades, grenade simulators, poisons, smoke bombs, tear gas, unauthorized ammunition (see paragraph A.1. of this chapter), or any other explosive, incendiary devices, or combustible materials.

7. Inspection and Certification. When movement is on commercial aircraft in charter service, the troop commander or group leader must certify on the passenger manifest that this inspection was made and baggage was checked. The following statement will be entered on the last page of the manifest (or the reverse) by the troop commander:

*“I certify that no unauthorized weapons or ammunition, explosive devices, or other prohibited items have been found in the possession, to include carry-on or stowed baggage of those personnel for whom I am the designated troop commander or group leader. All personnel have been made aware of the penalties for violation under CFR Title 49.”*

*Date*

*Printed Name and Grade*

*Signature*

a. In the absence of a passenger manifest, the inspection will be documented by the troop commander either by hand writing or typing on paper and given to the aircraft captain or other carrier representative on the scene.

b. The troop commander will designate individuals to observe the loading of baggage and troops as necessary. The troop commander will also ensure hand-carried baggage contains no hazardous or prohibited items. This will be accomplished by the unit commander or designated representative(s) through a physical examination of 100 per cent of the contents of all hand-carried baggage.



## **APPENDIX CC-9**

### **SHIPMENT TRACING, DIVERTING, AND HOLDING**

1. This Appendix details the procedures and formats for tracing, diverting, or holding shipments in the Defense Transportation System (DTS). The basic requirements associated with each of these actions are in the individual chapters.

a. Document the tracer, diversion, or hold actions using either electronic data records or Electronically Transmitted Message (ETMs). Those activities which do not have automated capability or which consider messages more advantageous may use ETMs. The ETM must contain the same data as the automated record unless specifically excluded by this Appendix, be formatted the same way, and be sent using "Priority" communications precedence. Use the same medium and precedence throughout the entire processing cycle.

b. The formats for tracing, diverting, and holding shipments along with completion instructions are at Figures CC-9-1 through CC-9-10.

2. These tracing procedures allow use of modified supply system shipment status data to locate a shipment unit in the DTS. The United States Transportation Command (USTRANSCOM) Global Transportation Network (GTN) gives customers located anywhere in the world a seamless, near-real-time capability to access and employ transportation and deployment information. GTN is an automated command and control (C2) information system that supports the family of transportation users and providers, both Department of Defense (DOD) and commercial, by providing an integrated system of in-transit visibility information and C2 capabilities. GTN collects and integrates transportation information from selected transportation systems. The resulting information is provided to the National Command Authorities, Commanders-in-Chief, USTRANSCOM, its component commands, and other DOD customers including Transportation Offices to support transportation planning and decision-making during peace and war. In keeping with modern technology, GTN is available on the World Wide Web at: <http://www.gtn.transcom.mil/public/>.

a. The activity initiating the tracer must ensure the following prerequisites are met before tracing a shipment

- (1) The normal transit time or Required Delivery Date has elapsed.
- (2) The destination carrier has not offered the shipment for delivery.
- (3) The normal delivery time has expired and undue delay has occurred.

(4) The shipment was not forwarded from the Continental United States more than 90 days before tracing.

(5) All data necessary to initiate the tracer has been collected; specifically, the Transportation Control Number (TCN), the Department of Defense Activity Address Code (DODAAC) of the shipper, date of shipment or lift, and the Port of Embarkation (POE). This

information is generally available in the Military Standard Requisition and Issue Procedures shipment status record or in other documentation such as the bill of lading (BL).<sup>1</sup>

b. The tracing activities prepare a request for transportation status using the format with Document Identifier (DI) TM1 (Tracing Request) as illustrated in Figure CC-9-1 or CC-9-2 when all of the prerequisites have been met. If the flight or voyage number is known, the tracing activity sends the request to the clearance authority for the Port of Debarkation (POD); if not known, to the clearance authority for the POE.

c. The clearance authority receiving the DI TM1:

(1) Determines the status or disposition of the shipment; e.g., enroute, on hand, etc.

(2) Notifies the tracing activity of the status with a transportation tracer reply using the format with DI TMA (Tracing Reply) or TMJ (ETM Entries for Tracing Reply) as illustrated in Figure CC-9-3 or CC-9-4. The clearance authority sends separate replies (DI TMA or TMJ) for each split shipment.

(3) Provides a negative status when no records of the shipment are found in the Advance Transportation control and Movement Document, receipt, or lift files.<sup>2</sup>

d. Upon receiving a negative status from the clearance authority (or, for Army activities, a second negative status from the Army Logistics Support Activity (LOGSA), the tracing activity verifies the accuracy of the data (TCN, date shipped, POE) with the shipping activity. If valid, the shipping activity (as requested by the tracing activity) transmits the data by ETM to the clearance authority. The shipping activity includes additional data such as the BL number or routing to assist in tracing the shipment. Do not submit tracing actions to the clearance authority more than 150 days after shipment.

3. A diversion or hold may be necessary and authorized for cargo moving in the DTS.

a. Requests for diversion are prepared using the format with DI TM2 (Diversion Request) as illustrated in Figure CC-9-5, -6, or -7. If complete diversion data including the new consignee and fund citation are not available at the time, a Shipment Hold Request/Authorization (with DI TM3 and illustrated in Figure CC-9-8 or CC-9-2) is prepared instead of the diversion. Send the diversion or hold request/authorization to the appropriate POE or POD clearance authority.

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<sup>1</sup> Army activities use the data in the Shipment Detail Lift Notice (D1 BDD) which, if not received, is requested by submitting a requisition (document) number inquires to the LOGSA. Submit the request using the Defense Automated Addressing System or by mail to the LOGSA at Redstone Arsenal, AL or through the website at <http://www.logsa.army.mil/>.

<sup>2</sup> Army activities receiving a DI TMA/TMJ negative status for a surface shipment verify the accuracy of the request (DI TM1) then submit a new request (DI TM1) to the LOGSA. This second request is submitted, within 120 days of shipment, by Defense Data Network (Routing Identifier RIJVVJ1-IR4) or mail to LOGSA., Redstone Arsenal, AL or through the LOGSA web site at: <http://www.logsa.army.mil/>.

b. The clearance authority receiving the diversion (D1 TM2) or hold (D1 TM3) request:

(1) Determines whether the shipment is available for either diversion or hold.

(2) Notifies the requesting/authorizing activity of shipment status. This notification is forwarded to the requesting activity and consignee within 48 hours and takes one or more of the following forms:

(a) TMB, Diversion Request Reply Confirmation. This format (Figure CC-9-6 or -7) verifies receipt of, and compliance with, the diversion request authorization.

(b) TMC, Shipment Hold Reply Acknowledgment. This format (Figure CC-9-9 or -10) verifies receipt of, and compliance with, the hold request authorization.

(c) TMK, Diversion Request Reply Denial. This format (Figure CC-9-6 or -7) indicates the POE/POD cannot comply with the diversion request because the shipment was lifted, loaded, or is otherwise uneconomical to divert.

(d) TML, Shipment Hold Denial. This format (Figure CC-9-9 or -10) indicates the POE/POD cannot comply with the hold request because the shipment was lifted, loaded, or is otherwise uneconomical to divert.

(e) TMS, Disposition Instructions. This format (Figure CC-9-8) provides the clearance authority with the new consignee and fund citation Transportation Account Code (TAC) for a shipment that was held.

(f) TMT, Disposition Request. This format (Figure CC-9-9 or -10) provides the clearance authority (or POE/POD) a means to request the new consignee and fund citation (TAC) for a shipment being held.

c. Activities authorized to issue diversion or holding instructions use the data provided by the clearance authority to update supply status requirements.

### Tracing Request (TM1)

Data Field	Procedure
1-3	Enter TM1 for tracing request.
4-9	Enter DODAAC of the shipping activity.
10-12	Enter date shipped code from Appendix EE-4.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code (Appendix DD-4 or Appendix DD-14) from shipment status record or other advance notification.
20-23	Leave blank.
24-29	Enter DODAAC of tracing activity.
30-46	Enter TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code (Appendix DD-4 or Appendix DD-14).
58-71	Leave blank.
72-77	Enter DODAAC of consignee.
78-80	Leave blank.

**Figure CC-9-1. Tracing Request (TM1)**

**ETM Entries for Tracing (TM1), Diversion (TM2),  
and Hold Request (TM3)**

Prepare an ETM using the following format:

1. Enter "TC" in the LMF block of the header line.
2. In the message body:
  - a. Enter subject; i.e., TRACER, DIVERSION, or HOLD.
  - b. Use symbols as follows:
    - (1) Use a slash (/) to separate entries.
    - (2) Use a slash and ampersand (/&) at end of each shipment unit.
    - (3) Use an ampersand (&) to begin additional message form pages.
    - (4) Use a zero (0) to fill blank spaces in a data field.
  - c. Enter data detailed in Figures CC-9-1, CC-9-5, and CC-9-8.
  - d. Make the entries cited in Paragraph 2.c. above, on two lines with the first line ending with a slash (/) after record position 46.

**Figure CC-9-2. ETM Entries for Tracing (TM1), Diversion (TM2),  
and Hold Request (TM3)**

### Tracing Reply (TMA)

Data Field	Procedure
From POE Clearance Authority	
1-3	Enter TMA for tracer reply.
14-16	Enter date code (Appendix EE-4) for date shipment arrived at POE or its Estimated Time of Arrival (ETA). If no record on file, enter XXX.
20-22	Enter date code (Appendix EE-4) to indicate when shipment was, or is expected to be forwarded.
23	Enter the mode/method code (Appendix DD-8) used to forward shipment.
68-72	Enter last five positions of MILVAN/SEAVAN number otherwise, leave blank.
74-79	Enter DODAAC of consignee.
From the POD Clearance Authority	
1-3	Enter TMA for tracer reply.
52-54	Enter date code (Appendix EE-4) for date shipment arrived at POD or its ETA. If no record on file, enter XXX.
58-60	Enter date code (Appendix EE-4) to indicate when shipment was, or is expected to be forwarded.
61	Enter the mode/method code (Appendix DD-8) used to forward shipment.
62-67	Enter DODAAC for transshipping point; if none, leave blank.
68-72	Enter last five positions of MILVAN/SEAVAN number otherwise, leave blank.
74-79	Enter DODAAC of the consignee.

**Figure CC-9-3. Tracing Reply (TMA)**

### **ETM Entries for Tracing Reply (TMJ)**

Prepare an ETM using the following format:

1. The subject is TRACER REPLY.
2. Use one line for each shipment unit described.
  - a. If the responding activity is reporting No Record, the only entries required are the document identifier, the TCN, and XXX.
  - b. In all other cases, the responding activity reports:
    - (1) Document identifier (TMJ).
    - (2) The TCN.
    - (3) Date received or ETA date.
    - (4) POE.
    - (5) Flight or voyage number.
    - (6) POD.
    - (7) Actual/expected date of lift from POE or POD. If the date received is an ETA, leave blank.
    - (8) MILVAN or SEAVAN number.
    - (9) DODAAC for consignee or transshipping point.
  - c. All entries are separated by a slash (/).
  - d. Blank spaces in a data field are zero (0) filled.

#### **Figure CC-9-4. ETM Entries for Tracing Reply (TMJ)**

### Diversion Request (TM2)

Data Field	Procedure
1-3	Enter TM2 for diversion request.
4-9	Enter consignor DODAAC; if unknown, leave blank.
10-12	Enter the date code (Appendix EE-4) for the date shipment left the consignor.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code (Appendix DD-4 or Appendix DD-14).
20-23	Leave blank.
24-29	Enter the DODAAC of the activity requesting (authorizing) the diversion.
30-46	Enter the TCN of the shipment unit.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code (Appendix DD-4 or Appendix DD-14).
58-67	Leave blank.
68-71	Enter the TAC applicable for the new consignee.
72-77	Enter the DODAAC for the new consignee.
78-80	Leave blank.

**Figure CC-9-5. Diversion Request (TM2)**



**Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority**

For shipments that can be diverted, the POE clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
20-22	Enter the date code (Appendix EE-4) for the date the shipment forwarded to the new consignee. Send copy of confirmation to new consignee.
23	Enter the mode/method code (Appendix DD-8) used to forward shipment.

For shipments that cannot be diverted, the POE clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMK for diversion denial.
20-22	If the shipment was lifted, enter the date code (Appendix EE-4) for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case, send copy of denial to new consignee.
23	Enter the mode/method code (Appendix DD-8) used to forward shipment.
47-51	If shipment was lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment was lifted, enter the air terminal or water port identifier code (Appendix DD-4 or Appendix DD-14) for the POD; otherwise, leave blank.

**Figure CC-9-6. Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority**

**Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority**

For shipments that can be diverted, the POD clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
58-60	Enter the date code (Appendix EE-4) for the date the shipment will be forwarded to the new consignee. Send copy of confirmation to the new consignee.
61	Enter the mode/method code (Appendix DD-8) used to forward shipment.

For shipments that cannot be diverted, the POD clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMK for diversion denial.
58-60	If the shipment was lifted, enter the date code (Appendix EE-4) for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case send copy of denial to new consignee.
61	Enter the mode/method code (Appendix DD-8) used to forward shipment, if applicable.

**Figure CC-9-7. Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority**

**Shipment Hold Request/Authorization (TM3)  
Disposition Instruction (TMS)**

If diverted, but the new consignee and/or fund citation is not available, a shipment hold request/authorization is issued seeking confirmation the shipment has been located and is available for diversion.

Data Field	Procedure
1-3	Enter TM3 for a request authorization to hold a shipment.
4-9	Enter the DODAAC of consignor if unknown, leave blank.
10-12	Enter the date code (Appendix EE-4) for the date shipment left the consignor.
13-16	Leave blank.
17-19	Enter the air terminal or water port identifier code (Appendix DD-4 or Appendix DD-14).
20-23	Leave blank.
24-29	Enter DODAAC of activity authorizing (requesting) the hold.
30-46	Enter the TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD code (Appendix DD-4 or Appendix DD-14).
58-61	Leave blank.
62-67	Enter the DODAAC of the activity that will provide disposition instructions.
68-80	Leave blank.

When the consignee and fund citation have been determined, disposition instructions are sent to the activity holding the shipment by changing and adding to the hold request/authorization as follows:

Data Field	Procedure
1-3	Enter TMS for disposition instructions.
68-71	Enter the TAC indicating the funds paying for movement to the new consignee.
72-77	Enter the DODAAC of the new consignee.

**Figure CC-9-8. Shipment Hold Request/Authorization (TM3)  
Disposition Instruction (TMS)**

**POE Shipment Hold Reply Acknowledgement (TMC),  
Disposition (TMT), and Denial (TML)**

For shipments that can and will be held, the POE clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate that a shipment will be held.

For shipments being held, the POE clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMT to request disposition instructions.

For shipments that were lifted or are otherwise uneconomical to hold and/or divert, the POE clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TML to indicate shipment cannot be held.
20-22	If shipment was lifted, enter the date code (Appendix EE-4) for the date shipment was lifted. If the shipment has been loaded or is otherwise uneconomical to hold or divert, enter XXX.
23	Enter the mode/method code to indicate the method used to forward the shipment.
47-51	If the shipment was lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment was lifted, enter the air or water POD identifier code (Appendix DD-4 or Appendix DD-14), otherwise, leave blank.

**Figure CC-9-9. POE Shipment Hold Reply Acknowledgement (TMC),  
Disposition (TMT), and Denial (TML)**

**POD Shipment Hold Reply Acknowledgement (TMC),  
Disposition (TMT) and Denial (TML)**

For shipments that can and will be held, the POD clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate shipment will be held.

For shipments being held, the POD clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMT to request disposition instructions.

For shipments that were loaded or are otherwise uneconomical to hold and/or divert, the POD clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TML to indicate shipment cannot be held.
58-60	If shipment was lifted, enter the date code (Appendix EE-4) for the date shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to hold or divert enter XXX.
71	Enter the mode/method code to indicate the method used to forward the shipment.

**Figure CC-9-10. POD Shipment Hold Reply Acknowledgement (TMC),  
Disposition (TMT) and Denial (TML)**

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## APPENDIX CC-10

### **UNIFORM MATERIAL MOVEMENT AND ISSUE PRIORITY SYSTEM (UMMIPS)** **STANDARDS**

1. These UMMIPS standards were extracted from Department of Defense 4140.1-R, DOD Material Management Regulation. DOD 4140.1-R is available at: <http://web7.whs.osd.mil/dodiss/publications/pub2.html>.
2. The standards are given in calendar days with .5 meaning one-half day.
3. The standards are listed by pipeline segment and geographic area (of the activity originating the order) for a designated transportation priority. Any activity outside the Continental United States (CONUS) is in an overseas area.
4. The time standard for storage site to the Consolidation and Containerization Point (CCP) (i.e., pipeline segment D) only applies to a shipment whose final destination is outside of CONUS (OCONUS). It is the elapsed time from release of the shipment by the storage activity to arrival at one of the two designated CONUS CCPs.
5. The time standard for CONUS intransit time (i.e., pipeline segment F) is one of the following:
  - a. For a CONUS shipment, the time from release of the shipment by the storage site (or military base) to the carrier until receipt by a CONUS consignee.
  - b. For an OCONUS shipment that is processed by one of the two designated CONUS CCPs, the elapsed time from release by the CCP to receipt by the POE.
  - c. For an OCONUS shipment that is not processed by one of the two designated CONUS CCPs, elapsed time from release by the storage activity to receipt by the POE.
  - d. The time standard for Port of Embarkation (POE) (i.e., pipeline segment G) includes port hold time to account for the time cargo awaits lift.
6. Areas are defined as CONUS, airlift and/or sealift areas (Areas A through D), and express service (listed as EXP).
7. Airlift areas are, as follows:
  - a. Area A. To locations in the vicinity of Alaska (Elmendorf Air Force Base (AFB)); Hawaii (Hickam AFB); North Atlantic (Thule Air Base (AB), Greenland, and Naval Station (NAVSTA) Keflavik, Iceland); Caribbean (Naval Air Station (NAS) Guantanamo Bay, Cuba, and NAVSTA Roosevelt Roads, Puerto Rico); and Central America.
  - b. Area B. To locations in the vicinity of United Kingdom (RAF Mildenhall, England) and Northern Europe (Ramstein AB, Germany, Rhein Main AB, Germany, and Lajes AB, Portugal (Azores)).

c. Area C. To locations in the vicinity of Japan (Yokota AB and Kadena AB (Okinawa)); Korea (Osan AB); Guam (Andersen AFB); and Western Mediterranean (Spain (NAVSTA Rota), Italy (Aviano AB, NAS Sigonella, Olbia, and Naples)).

d. Area D. Hard lift areas - all other destinations not listed as determined by United States Transportation Command, e.g. low use Alaska (Eielson AFB and Galena); low use Japan (Itazuke, Marine Corps Air Station Iwakuni, Misawa AB); low use Korea (Kunsan AB and Kimhae); Indian Ocean (Diego Garcia); New Zealand (Christchurch); Singapore (Paya Lebar); Greece (Souda Bay); Turkey (Incirlik AB); Southwest Asia (Saudi Arabia (Dharan and Riyadh), Kuwait, Bahrain, Oman (Fujairah)); and Israel (Tel Aviv). The time standards for port of debarkation (POD) for Area D are lower than the other areas.

e. EXP. EXP service is only for commercial air shipments that are transportation priority 1 with a maximum weight of 150 pounds and a required delivery date (RDD) of 999, 777, N\_\_, or E\_\_. It is an alternative service to be used for time-sensitive cargo when established Air Mobility Command channel service is not adequate. The intransit-to-theater standard for EXP service (i.e., pipeline segment H) encompasses the total time for contract transportation rather than node to node for shipments within the Defense distribution system that has multiple nodes and activities.

(1) A RDD equal to "999" indicates an expedited handling requirement for Non-Mission-Capable-Supply (NMCS) overseas customers or CONUS customers deploying within 30 days. That RDD applies to requisitions with priority designators 01 through 03.

(2) Subparagraphs 9 b. (1), (2), and (3), describe the assignment of a RDD of 777, N\_\_, or E\_\_, respectively. Those RDDs apply to requisitions with priority designators 01 through 08.

f. Deployed Navy afloat units shall be measured against time standards in areas A through D based on their current area of operation. Afloat units operating from CONUS ports shall be measured against time standards in area A.

8. Sealift areas are, as follows:

a. Area A. Alaska (Anchorage, Fairbanks), Hawaii, Puerto Rico, and NAVSTA Guantanamo Bay, Cuba.

b. Area B. United Kingdom, Belgium, the Netherlands, Luxembourg, Germany, Central America, Johnston Island, Spain, Italy, Greece, Turkey, Israel, Egypt, Iceland, and the Azores.

c. Area C. Japan (including Okinawa), Korea, Guam, and Kwajalein Island.

d. Area D. Australia, New Zealand, Southwest Asia, Seychelles, China, the Philippines, India, Pakistan, Diego Garcia, Thailand, Malaysia, Singapore, Saipan, East Africa, and West Africa.

e. Hard Lift Areas. For areas not in paragraphs 7a through 7d, Sealift Area D maximum segment times should be used. Greenland, Ascension Island, and West Alaska have either no scheduled service from CONUS, infrequent service, or seasonal service.



## 9. TIME STANDARDS FOR TRANSPORTATION PRIORITY 1.

Transportation priority 1 applies to requisitions with priority designators 01 through 03 and all RDDs (including blank RDD field).

**Table 1. UMMIPS Time Standards for Transportation Priority 1**

PIPELINE SEGMENT	AREA					
	CONUS	A	B	C	D	EXP
A. Requisition Submission Time	.5	.5	.5	.5	.5	.5
B. Inventory Control Point (ICP) Processing Time	.5	.5	.5	.5	.5	.5
C. Storage Site (or Base) Processing Packaging and Transportation Hold Time	1	1	1	1	1	1
D. Storage Site to CCP Transportation Time	N/A	1	1	1	1	N/A
E. CCP Processing Time	N/A	.5	.5	.5	1	N/A
F. CONUS In-Transit Time	1	1	1	1	1	N/A
G. POE Processing and Hold Time	N/A	1	1	1	2	N/A
H. In-transit to Theater Time	N/A	1	1	1	1.5	3
I. POD Processing Time	N/A	.5	.5	.5	1	N/A
J. In-Transit, Within-Theater time	N/A	1	1	1	1	1
K. Receipt Take-Up Time	.5	.5	.5	.5	.5	.5
Total Order-to-Receipt Time	3.5	8.5	8.5	8.5	11	6.5

## 10. TIME STANDARDS FOR TRANSPORTATION PRIORITY 2.

a. Transportation priority 2 applies to requisitions with priority designators 04 through 15 and these RDDs:

(1) 444. A RDD equal to “444” indicates handling service for customers collocated with the storage activity or for locally negotiated arrangements.

(2) 555. A RDD equal to “555” indicates exception to mass requisition cancellation, expedited handling required.

b. Transportation priority 2 applies to requisitions with priority designators 04 through 08 and these RDDs:

(1) 777. A RDD equal to “777” indicates expedited handling required for reasons other than indicated for 444 or 555.

(2) N\_\_. A RDD equal to “N\_\_” (where “\_\_” is any alphanumeric character) indicates expedited handling due to NMCS requirement CONUS customer.

(3) E\_\_. A RDD equal to “E\_\_” (where “\_\_” is any alphanumeric character) indicates expedited handling due to anticipated NMCS requirement CONUS customer.

c. An RDD Julian date that is eight days or less from the Julian date of the requisition or associated shipment is being processed indicates handling to meet that date of delivery.

11. These time standards in Table 2 apply to transportation priority 2:

**Table 2. UMMIPS Time Standards for Transportation Priority 2**

PIPELINE SEGMENT	AREA				
	CONUS	A	B	C	D
A. Requisition Submission Time	.5	.5	.5	.5	.5
B. ICP Processing Time	.5	.5	.5	.5	.5
C. Storage Site (or Base) Processing, Packaging and Transportation Hold Time	1	1	1	1	1
D. Storage Site to CCP Transportation Time	N/A	3	3	3	3
E. CCP Processing Time	N/A	1	1	1	1
F. CONUS In-Transit Time	4	2.5	2.5	2.5	2.5
G. POE Processing and Hold Time	N/A	2	2	2	3
H. In-transit to Theater Time	N/A	1	1	1	1.5
I. POD Processing Time	N/A	.5	.5	.5	1
J. In-Transit, Within-Theater time	N/A	1	1	1	1
K. Receipt Take-Up Time	1	1	1	1	1
Total Order-to-Receipt Time	7	14	14	14	16

12. Time Standards for Transportation Priority 3.

Transportation priority 3 applies to requisitions with priority designators and RDDs indicating routine handling. Those priority designators are 04 through 15, and those RDDs with Julian dates that are blank or greater than eight days from Julian dates when the requisition and associated shipment(s) are being processed.

These time standards in Table 3 apply to transportation priority 3:

**Table 3. UMMIPS Time Standards for Transportation Priority 3**

PIPELINE SEGMENT	AREA				
	CONUS	A	B	C	D
A. Requisition Submission Time	1	1	1	1	1
B. ICP Processing Time	1	1	1	1	1
C. Storage Site (or Base) Processing, Packaging and Transportation Hold Time	3	3	3	3	3
D. Storage Site to CCP Transportation Time	N/A	7	7	7	7
E. CCP Processing Time	N/A	5	5	5	10
F. CONUS In-Transit Time	9	7	7	7	7
G. POE Processing and Hold Time	N/A	5	5	5	10
H. In-transit to Theater Time	N/A	5	12	19	27
I. POD Processing Time	N/A	3	3	3	5
J. In-Transit, Within-Theater time	N/A	5	5	5	5
K. Receipt Take-Up Time	2	2	2	2	2
Total Order-to-Receipt Time	16	44	51	58	78

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## APPENDIX CC-11

### **TRANSPORTATION ACCOUNT CODE (TAC) POLICY AND PROCEDURES**

This appendix establishes guidance, provides direction, and assigns responsibility for the assignment, use, and maintenance of TACs and the associated processes and procedures for TACs. Attachment One provides Standard Transportation Billing Formats.

Attachment Two provides guidance on use of United States (U.S.) Navy TACs.

Attachment Three provides guidance on use of U.S. Coast Guard TACs. Attachment

Four provides guidance on use of U.S. Marine Corps TACs. Attachment Five provides

guidance on use of U.S. Air Force TACs. Attachment Six provides guidance on use of

U.S. Army TACs. Attachment Seven provides guidance on Security Assistance Program

TACs. Attachment Eight provides guidance on the “H” TACs (other Department of

Defense (DOD) and U.S. Government Agencies TACs). Attachment Nine provides

instructions for using the Master TAC Reference Tables

([http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html)).

1. TACs are used in the shipping and transportation process to link movement authority, funding approval, and accounting data for shipments of cargo and personal property in the Defense Transportation System (DTS). General policies, instructions and guides are administered by the United States Transportation Command (USTRANSCOM). The guidance and direction contained in this document, if different than currently used, supersedes and supplements existing policies and procedures. This guidance and direction applies to the Military Departments and Services, the Joint Chiefs of Staff (JCS), and the Defense Agencies.

2. TACs consist of a four-position alphanumeric code. The first position identifies the sponsoring Military Shipper Service, DOD/non-DOD Agency, or contractor who will be charged (billed) for all services performed incident to movements in the DTS.

Sponsoring Service/Agency and contractor codes are:

<u>Code</u>	<u>Assigned to</u>
A	Army
B	Army (Foreign Military Sales (FMS) and Military Assistance Program (MAP)
C	Army (Agency for International Development (AID) shipments)
D	Air Force (MAP and FMS)
F	Air Force
H	Other DOD and U.S. Government Agencies
J	Joint Task Force 8
K	Marine Corps (MAP and FMS)
L	Marine Corps First Destination Transportation
M	Marine Corps Second Destination Transportation
N	Navy
P	Navy (MAP and FMS)
S	Defense Logistics Agency (DLA) (to include MAP and FMS)
T	Contractors

V	Defense Contract Management Agency
X	Government Agencies not listed herein
Y	JCS Exercises
Z	Coast Guard

3. Responsibilities for the management of the TAC program rest with various transportation and financial organizations.

a. USTRANSCOM will:

(1) Ensure all personnel involved in cargo or movement coordination and clearances have access to the current TAC tables.

(2) Recommend system improvements and additional policies during the development of procedures.

(3) Develop, publish, and maintain this regulation, guidance in a current status.

(4) Evaluate all proposed change requests prior to formal staffing with the Services/Agencies. After formal staffing, any unresolved issues will be referred to the Office of the Assistant Secretary of Defense (Acquisition and Logistics) for resolution.

b. Service/Agency/JCS Financial Managers and Comptrollers will:

(1) Provide a single Line of Accounting (LOA) to bill each transportation mode that is valid on the Defense Finance and Accounting Service (DFAS) global edit table; that is, at least one funding authorization citation for each TAC assigned to their cognizant Components or elements. The same LOA may be used for more than one TAC. Some TACs are exempt from this requirement.

(2) Provide at least one LOA/funding authorization citation for DOD shipper services default. Each Service/Agency will determine the number of default TACs they require and shall retain sole authority to authorize the use of those TACs.

(3) Revalidate and update the LOA(s) for each TAC before the start of each new fiscal year (FY), no later than 30 September of each year.

(4) Issue funding allocations to support required transportation services and the use of TACs.

(5) Ensure funds control and certification procedures are followed in the use of TACs and their associated allotments and fund citations. Ensure sufficient funds are obligated at all times during the FY to cover transportation charges.

c. Service/Agency/JCS TAC coordinators will:

(1) Ensure that each TAC is directly linked to at least one LOA, as supplied by the Comptroller(s), to include the default TAC for the Service/Agency. Some TACs are exempt from this requirement.

(2) Ensure that all TACs are revalidated annually and updated in the TACs tables.

(3) Serve on the TAC Coordination Committee and ensure continuous liaison with the DTR TAC Administrator.

(4) Develop and submit recommended change proposals to the DTR TAC Administrator with justification and expected benefits and evaluate all suggested change proposals.

(5) Provide assistance with TAC assignments and ensure questionable, erroneous, or missing TAC applications are resolved within five working days of notification of TAC error.

(6) Provide a single, coordinated Service/Agency position to the DTR TAC Administrator on all proposed system changes.

d. All DOD Shippers, Transportation Managers, Contracting Officers, and Transportation Officers (TO) will:

(1) Ensure that all cargo and personal property movements shipped within the DTS will have an appropriate, valid TAC assigned. For DLA shipments, TACs are only required for shipments that are routed through an AMC or MTMC port on a TCMD.

(2) Respond in a timely manner to requests for verification of TACs for all shipments they generate to prevent unnecessary frustration of cargo movements.

e. Component Transportation Clearance Authorities (TCAs) will:

(1) Ensure that all personnel involved with transportation clearances have access to the current TAC tables.

(2) Respond in a timely manner to requests for verification of TACs for all shipments they process or control.

(3) Provide current, valid TACs to the Transportation Component Commands (TCCs) and carriers when required to prevent unnecessary frustration of cargo movements.

(4) Develop and integrate transportation automated data management systems and an automatic TAC edit and control functionality.

f. TCCs will:

(1) Perform TAC edits at the TCCs and clearance authorities in accordance with the approved TAC edit procedures, to ensure valid TACs are associated with all cargo and personal property shipments.

(2) When performing TAC edits, if TACs are identified as invalid or missing, the TCC personnel shall temporarily frustrate the cargo and will follow the approved procedures for contacting the shipper or cognizant TCA to obtain a current and valid TAC.

(3) If after following the TAC edit and correction procedures and time frames, a current and valid TAC has not been obtained or identified, the TCC personnel shall contact the shipper service Headquarters (HQs) designated point of contact (POC) for assignment of the appropriate TAC or authority to use the shipper's designated default TAC.

(4) When default TACs are used, the TCC reports these instances back to the cognizant shipper or TCA on a monthly basis.

(5) Use the verified TAC(s) to assign appropriate LOA to billing/invoice documents that are provided, along with the TAC, to the DFAS for payment and collection.

(6) Develop and integrate transportation automated data management systems and an automatic TAC edit and control functionality.

g. DFAS personnel will process the bill/invoice and collect against either the identified LOA, the valid TAC provided, or the default TAC assigned by the sponsoring Service.

4. The goals of the TAC program are to ensure that:

a. The appropriate, valid TACs, individually linked to a current funding authorization or LOA, are provided for each transportation shipment or mode moving within the DTS.

b. In the event that sponsoring services are unable to provide a valid and correct TAC for a shipment, they will authorize the TCC port to use their default TAC to ensure transportation bills can be processed and funds collected in a normal manner. Authorization to use default TACs will be granted by the shipper service to the TCC port on a case by case basis.

c. Implementation of the processes and procedures, as stated in paragraph 5 below, will significantly reduce the number of mismatched or other problem disbursements.

d. Normal funds control and funds availability certifications are used in conjunction with TACs.



e. Funds allocation and control procedures established under the TAC program facilitate implementation of new or long range financial processes or procedures for transportation services, or electronic data interchange technology, and are compatible with planned Automated Data Processing (ADP) systems.

f. TAC edit and correction procedures support the timely movement of cargo, and elimination of frustrated cargo and associated costs.

## 5. General Processes.

a. Financial and logistics processes should be designed to facilitate shippers (consignors or customers of the DTS) using the proper TAC at the time the original shipping documents and movement control documents are created. Ensuring the correct TAC is used at the front end of the system will help guarantee that default procedures are used only on an exception basis to correct errors, and that the efficiency of the entire system is enhanced from the initial order, through cargo movement, and finally, through the billing and collection process. To facilitate shippers using the correct TAC at the beginning of the shipment process, Service/Agency/JCS Financial Managers and TAC Coordinators will update the TAC table and the Defense Automated Address Support Center (DAASC) will make it available to all parties involved in the DTS.

b. The minimum number of TACs needed for business operations should be assigned by TAC Coordinators. Excess or unnecessary TACs should be deleted from the system in order to keep the TAC table to a manageable size. Although not prohibited, TACs should not be used for secondary management purposes (purposes other than linking transportation shipments to financial accounts) unless no other substitutes are available. At least annually, each TAC should be revalidated by the TAC Coordinators and matched against a current LOA.

c. The TAC table will include mandatory minimum data on each TAC assigned for use by a DOD Service or Agency or the JCS. These mandatory items include:

(1) The TAC (four digit alpha/numeric, with the first digit used to signify the Service/Agency, contractor, etc.).

(2) The “in the clear” address of the office to whom the transportation bill is to be charged.

(3) The beginning date of the TAC.

(4) Description of the use or purpose of the TAC.

(5) A fund citation will identify the account against which an obligation is posted when the TAC is used, and against which a disbursement can be made to liquidate the obligation (assigned by the cognizant Comptroller organization).

(6) The DOD Finance office responsible for accounting for the funds chargeable.

(7) Other items determined necessary to include in the table.

d. The TAC tables are administered by the USTRANSCOM and maintained by the DAASC, in conjunction with the Service/Agency/JCS TAC coordinators. TAC coordinators will maintain their respective part of the TAC table.

e. The USTRANSCOM and the DAASC ensure that Services, Agencies, DTS carriers, and other required organizations have ready access to the automated TAC table. In establishing electronic access, the DAASC develops and implements built-in safeguards to prevent unauthorized changes to tables.

f. Each TAC is associated with one or more LOAs. Services/Agencies budget for transportation services in different methods and at varying organizational levels. Some Services/Agencies use centrally managed allotments, while others use fund allocation procedures that go down to individual activities. Cognizant Comptroller offices maintain the accounts used to pay these transportation charges and identify the proper LOAs for use by the shippers. Where possible, centrally managed allotments (at whatever organizational level is required, such as central Major Command (MACOM), intermediate headquarters (HQs) field activity) using periodic (quarterly, monthly, or weekly) bulk obligations should be used based on budgeted and historical outlay patterns. This arrangement for funds allocation will facilitate future system enhancements such as the use of the International Merchants Purchase Card (IMPAC) to pay transportation related bills. In addition, the cognizant local Comptroller coordinating with logistics managers, shall establish normal funds control procedures that, as a minimum, ensures:

(1) Obligations are posted when a TAC is used on any order for transportation services.

(2) Servicing financial accounting offices maintain current and accurate records of obligations and disbursements made against these accounts.

(3) Adequate obligation and execution oversight procedures are implemented to prevent over expending of funds.

(4) Default TAC accounts are valid and include sufficient funds to make the accounts usable as a default for disbursements when errors occur.

g. The following TAC edit and assignment criteria procedures will be followed to ensure that a valid TAC is assigned to all DTS shipments:

(1) Shippers will validate every TAC against the master TAC reference table prior to creating the shipping documentation. Assistance in determining the correct TAC will be provided to the shipper by the appropriate clearance authority, the TAC coordinator, or Service staff element as prescribed by the DTR.

(2) Clearance authorities will validate TACs against the master TAC reference table prior to sending Advance Transportation Control and Movement Documents (ATCMDs) to the TCC port. TCC port automation systems will validate TACs using the

master TAC reference file established as an “up-front edit” in their system. If the TAC is invalid or missing, the TCC personnel will consult Service/Agency-specific attachments to this Appendix. If that fails, the port will contact either the shipper, appropriate clearance authority or Service/Agency POC to obtain a valid TAC. If a valid TAC is not obtained within 48 hours, the TCC personnel will contact the Service HQs designated POC for assignment of the appropriate TAC or authority to use the shipper's designated default TAC. The Service/Agency will authorize the use of the default TAC if an appropriate TAC has not been assigned. The same procedures, as stated above, will be used for “no hits” or shipments that arrive at the port without clearance or proper shipment documentation.

(3) DFAS also establishes and coordinates procedures to obtain a valid TAC for reimbursement when necessary and for the use of the default TAC.

h. DFAS will develop a report to provide to customers who dispute a bill. This is sent to these customers for review. Based on the nature of the dispute, the customer should provide corrected data to DFAS, request additional information from the TCC, forward the dispute to the TCA, or forward the dispute through the Component financial channels.

## 6. Contingency Transportation Reimbursement.

a. Contingency transportation consists of both dedicated missions for airlift associated with contingencies and more routine movement of contingency sustainment cargo over existing or newly established channels. The dedicated airlift missions are normally directed through command channels ordering the deployment of units to support a contingency or other operation.

b. Current policy states that each Service is required to pay for transportation of their units and equipment in a contingency and that the USTRANSCOM is not to accept transportation orders without funding. Special Operations Command, which has its own funding, is an exception. However, a single Service can be designated as the bill payer of a mission when they are the predominant user. If these bills are not paid, they will result in a cash drain to USTRANSCOM and the Air Force, who manages USTRANSCOM funding.

c. The current system to bill for contingency dedicated airlift missions does not use TACs associated with cargo because charges are based on providing the whole aircraft for a designated mission. TACs are used for intransit visibility but it is the mission that is billed rather than the cargo (unless it is opportune cargo, incidental to the aircraft mission). Contingency billing problems stem from the fact that these missions are often not requested by the customer, but are ordered on the basis of the contingency planning system used. Unit identifiers are used to bill for the missions but this may not be the usual financial channel to collect for normal cargo transportation charges. Since most contingencies are funded from operations and maintenance, the default TAC LOA may be used by DFAS on an exception basis to collect for contingency airlift when the proper funds are not identified by the Services on a timely basis. Each Service should review

their requirement to track and fund for contingencies so that transportation charges can be centrally collected and funds obligated for the payment of these bills.

d. Sustainment cargo for contingencies is processed through the DTS in accordance with normal transportation policies. TACs are required in the DTS for the movement of contingency sustainment cargo. The requirement for the use of valid TACs for this purpose is the same as for routine, peacetime cargo. The difference is the urgency and time constraints sometimes associated with contingency shipments. A predetermined TAC may be necessary to process these shipments in an emergency when there is no time to obtain a new TAC. A special contingency TAC may be established to keep these costs separate or, the Services may use their generic TAC with a project code if they believe a separate TAC is not required.

## **ATTACHMENT ONE**

### **STANDARD TRANSPORTATION BILLING FORMAT (STBF)**

This attachment establishes a standard transportation billing format (STBF) for the transportation services rendered by the Air Mobility Command (AMC), the Military Sealift Command (MSC), and the Military Traffic Management Command (MTMC). The purpose of the STBF is to provide the customers of the Defense Transportation System a simplified and uniformly structured transportation bill, thus increasing efficiency in the customers' processing of these bills.

The attachment contains:

Figure CC-11-1, Standard Transportation Billing Print Format

Figure CC-11-2, Standard Electronic Transportation Billing Formats

Figure CC-11-3, Standard Transportation Billing Format Data Element Descriptions

Figure CC-11-4, Erroneous TAC/TCN Data Element Definitions

Figure CC-11-5, Rate Basis Codes and Definitions

# STANDARD TRANSPORTATION BILLING PRINT FORMAT

(RCN) (2) DD MM YY (4) AS OF XXX XX (MMM YY)

(3) STATEMENT OF CARGO TRANSPORTATION CHARGES (7) PAGE NO. ZZZZ

PRODUCTION DATE XX/XX/XX (5) (6) FISCAL YEAR XX

(8) (9)

CUSTOMER CODE X---X TITLE X ----(NAME OF BILL TO CUSTOMER)----X

X-----X-----X-----X

X-----X-----X-----X

(11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25)

TCN PROJ SERV CON- CON- A/ A/ WCC WT CUBE RATE AMOUNT ERROR X---(TCC UNIQUE DATA)---X MBR NAME GI

CD DATE SIGNEE SIGNOR POE POD (AS DISPLAYED BELOW)

(10)

TAC X--X

X-----X X-X X---X X---X X-X X-X X-X X---X X--X ZZZ.ZZ ZZZZZZ.ZZ X---X X-----X X-----X XX

X-----X X-X X---X X---X X-X X-X X-X X---X X--X ZZZ.ZZ ZZZZZZ.ZZ X---X X-----X X-----X XX

(TAC) WEIGHT CUBE BILLED AMOUNT

X--X SUBTOTALS ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ.ZZ

TAC X--X

X-----X X-X X---X X---X X-X X-X X-X X---X X--X ZZZ.ZZ ZZZZZZ.ZZ X---X X-----X X-----X XX

X-----X X-X X---X X---X X-X X-X X-X X---X X--X ZZZ.ZZ ZZZZZZ.ZZ X---X X-----X X-----X XX

(TAC) WEIGHT CUBE BILLED AMOUNT THE ABOVE TCC UNIQUE DATA

X--X SUBTOTALS ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ.ZZ FIELDS ARE AS FOLLOWS

(A) (B) (C) (D) (E) (F)

MISSION C D C S T

(26) DATA C C I H P

X-----X X X X X X

WEIGHT CUBE BILLED AMOUNT

FISCAL YEAR XX SUBTOTALS ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ.ZZ

WEIGHT CUBE BILLED AMOUNT

CUSTOMER TOTALS ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ ZZZ,ZZZ,ZZZ.ZZ

(TCC OPTIONAL)

VOY SHIP TA TA CC TP R

(27) NR NAME PE PD CD B

X---X X---X XX XX XX XX X

NOTE:

REFER TO FIGURE CC-11-3 FOR DATA ELEMENT DESCRIPTIONS

CMDY PRE VES M-

(28) CD CD NR TP

XX XX X--X XX

Figure CC-11-1. Standard Transportation Billing Print Format

## STANDARD ELECTRONIC TRANSPORTATION BILLING FORMATS

				NOTES
(10)	01	(18)	49	
TAC	02	WCC	50	1. PRIMARY SORT - CUSTOMER CODE
	03		51	
	04			
(11)	05	(19)	52	2. SECONDARY SORT – FISCAL YEAR (WITHIN CUSTOMER CODE)
TRANSPORTATION	06	WEIGHT	53	
CONTROL	07		54	
NUMBER	08		55	
	09		56	3. TERTIARY SORT - TAC (WITHIN FISCAL YEAR WITHIN CUSTOMER CODE)
	10			
	11			
	12			4. FINAL SORT - TCN (WITHIN TAC, ETC.)
	13			
	14			
	15			5. INDIVIDUAL TAC SUBTOTALS
	16			WEIGHT - 9 POSITIONS, CUBE - 9 POSITIONS, AMOUNT – 11 POSITIONS,
	17			(2 DECIMALS) PLUS EDITING
	18			
	19			
	20			
	21			
(12)	22	(20)	57	6. FISCAL YEAR SUBTOTALS
PROJECT CODE	23	CUBE	58	WEIGHT - 9 POSITIONS, CUBE - 9 POSITIONS, AMOUNT - 11 POSITIONS,
	24		59	(2 DECIMALS) PLUS EDITING
			60	
(13)	25	(21)	61	
DATE SERVICE	26	RATE	62	
PERFORMED	27		63	
	28		64	7. CUSTOMER TOTALS (OPTIONAL)
	29		65	
	30			
(14)	31	(22)	66	8. REFER TO FIGURE CC-11-3 FOR DATA ELEMENT DESCRIPTIONS
	32		67	
CONSIGNEE	33	AMOUNT	68	
	34		69	
	35		70	
	36		71	
			72	
			73	
(15)	37	(23)	74	
	38		75	
CONSIGNOR	39	ERROR TAC/TCN	76	
	40		77	
	41		78	
	42			
(16)	43			
POE/APOE	44			
	45			
(17)	46			
POD/APOD	47			
	48			

**Figure CC-11-2. Standard Electronic Transportation Billing Formats**

<b>AMC UNIQUE DATA</b>		<b>MSC UNIQUE DATA</b>		<b>MTMC UNIQUE DATA</b>	
(24)	79	(24)	79	(24)	79
	80		80		80
MEMBER	81	MEMBER	81	MEMBER	81
NAME	82	NAME	82	NAME	82
	83		83		83
	84		84		84
	85		85		85
	86		86		86
	87		87		87
	88		88		88
	89		89		89
	90		90		90
	91		91		91
FILLER	92	FILLER	92	FILLER	92
(25) GRADE	93	(25) GRADE	93	(25) GRADE	93
INDICATOR	94	INDICATOR	94	INDICATOR	94
(26A)	95	(27A)	95	(28A)	95
MISSION	96	VOY	96	CMDY CD	96
DATA	97	NR	97	(28B)	97
	98		98	PRE CD	98
	99		99	(28C)	99
	100	(27B)	100	VES	100
	101		101	NR	101
	102	SHIP	102		102
	103	NAME	103	(28D) M-	103
	104		104	TP	104
	105		105	FILLER	105
	106		106		106
(26B) CC	107		107		107
(26C) DC	108		108		108
(26D) CI	109		109		109
(26E) SH	110	(27C)	110		110
(26F) TP	111	TAPE	111		111
FILLER	112	(27D)	112		112
	113	TAPD	113		113
	114	(27E)	114		114
	115	CC	115		115
	116	(27F)	116		116
	117	TP CD	117		117
	118	(27G) RB	118		118
	119	FILLER	119		119
	120		120		120

**Figure CC-11-2. Standard Electronic Transportation Billing Formats (Cont'd)**



**Standard Transportation Billing Format Data Element Descriptions**

DATA ELEMENT	FIELD LENGTH	PRINT POSITIONS	JUSTIFIED	A/N	REMARKS
(1) Transportation Operating Agency Name	35	48-82	CENTERED	A/N	“Air Mobility Command” or “Military Sealift Command” or “Military Traffic Management Command
(2) Report Control Number (RCN)	7	1-7	LEFT	A/N	Used for ADP registration/identification
(3) Report Title	41	46-86	CENTERED	A/N	“Statement of Cargo Transportation Charges”
(4) “As of” Date	12	121-132		A/N	Date - MMM YY MMM - First three letters of the month. YY - Last two digits of calendar year
(5) “Production Date”	24	1-24		A/N	Date - “DD/MM/YY” DD - Day of Month, two digit MM- Numeric Designator of Month (01-12) YY - Last two digits of calendar year The date the bill is produced.
(6) “Fiscal Year”	14	60-73		A/N	xx - Last two digits of fiscal year in which the movement commenced.
(7) “Page No.”	13	120-132		A/N	Allows for 9,999 pages (129-132)
(8) “Customer Code”	19	1-19		A/N	Code is A/N, 5 Positions (15-19) Code unique within each TOA
(9) “Name of Bill to Customer”	70	29-98	LEFT	A/N	Three Lines, Name and Address of “Bill To”
(10) Transportation Account Code	8	3-10		A/N	TAC WEB SITE <a href="http://www.daas.dla.mil/tac_inq/tac_menu.html">http://www.daas.dla.mil/tac_inq/tac_menu.html</a>
(11) Transportation Control Number	17	1-17		A/N	Appendix CC-1
(12) “Proj Cd” (Project Code)	3	19-21		A/N	Assigned by shipper
(13) “Serv Date” (Date Service Performed)	6	23-28		N	YYMMDD
(14) “Consignee”	6	30-35		A/N	DODAAC of consignee
(15) “Consignor”	6	37-42		A/N	DODAAC of consignor

**Figure CC-11-3. Standard Transportation Billing Format Data Element Descriptions**

DATA ELEMENT	FIELD LENGTH	PRINT POSITIONS	JUSTIFIED	A/N	REMARKS
(16) "APOE" (Aerial Port of Embarkation)	3	44-46		A/N	Appendix DD-4
(17) "APOD" (Aerial Port of Debarkation)	3	48-50		A/N	Appendix DD-4
(18) "WCC" (Water Commodity Code)	3	52-54		A/N	Appendix DD-12
(19) "WT" (Weight)	5	56-60	R	N	Pounds
(20) "Cube"	4	62-65	R	N	Cubic feet
(21) "Rate"	6	67-72	R	N	Based on pounds or cubic feet to two decimal places
(22) "Amount"	9	74-82	R	N	Two decimal places
(23) "Error TAC/TCN" (Erroneous Transportation Account Code/Transportation Control Number)	5	84-88		A/N	See Figure CC-11-4 for codes and definitions
(24) Mbr Name (Member Name)*	13	117-129	Left	A/N	For Personal property shipment only
(25) GI (Grade Indicator)*	2	131-132	Left	A/N	For Personal property shipment only
					*Absence of name and grade does not invalidate billing
<b>Transportation Component Command (TCC) Unique Data</b>					
<b>AIR MOBILITY COMMAND (AMC)</b>					
(26A) Mission data	12	90-101		A/N	AMCI 10-202 Volume 3, Contingency and Wartime Air Mobility Management
(26B) CC (Commodity Code)	1	103		A/N	Appendix DD-1
(26C) DC (Direction Code )	1	105		A/N	Table Management Distribution System (TMDS)
(26D) CI (Cube Indicator)	1	107		A/N	An asterisk * or a blank, based on whether cube is used to determine charge.
(26E) SH (Special Handling Code)	1	109		A/N	Appendix DD-2
(26F) TP (Transportation Priority)	1	111		N	Appendix DD-9

**Figure C-11-3. Standard Transportation Billing Format Data Element Descriptions (Cont'd)**

<b>MILITARY SEALIFT COMMAND (MSC)</b>					
(27A) Voy Nr (Voyage Document Number)	5	90-94		A/N	Appendix EE-9
(27B) Ship name (Ship Name Abbreviation)	10	95-104		A/N	
(27C) TAPE (Traffic Area of POE)	2	106-107		A/N	Commander Military Sealift Command (COMSC) Instruction (INST) 600.3
(27D) "TAPD" (Traffic Area of POD)	2	108-109		A/N	COMSCINST 7600.3
(27E) "CC" (Commodity Code)	2	111-112		A/N	COMSCINST 7720.1
(27F) "TP CD" (Type Pack Code)	2	114-115		A/N	Appendix EE-7
(27G) "RB" (Rate Basis Code)	1	116		A/N	See Figure CC-11-5 for codes and definitions
<b>MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC)</b>					
(28A) "CMDY CD" (Commodity Code)	2	91-92		N	DA PAM 55-3/MTMCR 37-2, Title in Positions 90-93
(28B) "PRE CD" (Premium Commodity Code)	2	96-97		N	DA PAM 55-3/MTMCR 37-2, Title in Positions 95-98
(28C) "VES NR" (Vessel Number)	4	100-103		A/N	
(28D) "M-TP" (Type Pack Code)	2	105-106		A/N	Acronyms and Appendix EE-7

**Figure CC-11-3. Data Element Descriptions (Cont'd)**

### Erroneous TAC/TCN Data Element Definitions

The erroneous TAC/TCN code, data element 23, is composed of a reason code in the first print position, followed by a TAC. The reason codes and TACS are as follows:

E + erroneous TAC	Original TAC in error. Correct TAC cited in data element 10.
F + correct TAC	Original TCN in error. Correct TCN cited in data element 11.
G + erroneous TAC	Original TAC and TCN in error. Correct TAC cited in data element 10 and correct TCN cited in data element 11.

**Figure CC-11-4. Erroneous TAC/TCN Data Element Definitions**

### Rate Basis Codes and Definitions

The rate basis code, data element 116, is a simplified method of identifying the billing rate MSC used. The codes listed below are unique to the-STBF. A more detailed description of the various rates (basis) may be found in sections 2 and 10 of COMSCINST 7600.3

<u>RATE BASIS</u>	<u>CODE</u>
Breakbulk	
Regular, space required	1
Regular, space available	A
Nonstandard	2
<u>Container</u>	
MILVAN	
Regular, space required	5
Regular, space available	E
Nonstandard	3
SEAVAN	
Regular	4
Carrier Stuffed (billed at breakbulk rate)	7
Nonstandard	8
MSC VAN	
Regular, space required	6
Regular, space available	F
Nonstandard	9

**Figure CC-11-5. Rate Basis Codes and Definitions**

## **ATTACHMENT TWO**

### **NAVY TRANSPORTATION ACCOUNT CODES**

#### **1. General. Guidance for Navy Transportation Account Codes and Related Matters.**

a. Introduction. The Navy Transportation Account Codes (TACs) defined herein identify management information and costs. TACs are used primarily to identify the appropriation or user ultimately responsible for paying the transportation costs incurred. The source for determining valid TACs is the Master TAC Reference Table on the Worldwide Web (www). The Internet address is: [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html). TACs and related fund cites or lines of accounting (LOA) are validated each fiscal year and transmitted to the Navy TAC coordinator. The valid TACs and LOAs are incorporated into the Financial and Air Clearance Transportation System (FACTS), which feeds into other transportation and financial databases. This TAC guidance highlights general shipment information relative to the use of various TACs, the appropriate TAC to employ using the www, and the validation of TACs and LOAs.

b. First Destination Transportation (FDT). FDT delivers material from a procurement source to the first point of use or storage. The procurement source and first point of use or storage may be in the continental United States (CONUS) or overseas. The procurement source may be a supplier outside of the DOD supply system and a DOD activity, which fabricates new material. FDT also includes transportation from point of origin to point of use or storage when Navy-owned material or equipment is provided to a contractor incident to a Research and Development (R&D) project or a system/equipment acquisition or modification. FDT charges include those for freight cartage, CONUS port handling, and other transportation costs (except demurrage) incurred incident to the shipment of FDT materiel. FDT charges are not applicable to components reworked by a working capital fund activity. Although packing services and other miscellaneous shipment preparation charges may be found in commercial carrier tariffs, tenders or schedules, only intransit charges may be paid with transportation funds. Preparation charges are chargeable to the vendor or shipping activity's funds as appropriate. Destination charges are chargeable to the receiving activity's mission operating funds. Only CONUS port handling costs are paid with FDT funds. In addition, FDT TAC can be used when material changes mode of travel, e.g. Naples water freight terminal receives/unstuffs containers and transfers cargo to trucks for transit to permanent installations (such as Naval Support Activities at La Maddalena or Sigonella) or vessel's homeport.

c. Commercial Vendor Shipments. Government contracts specify Free on Board (FOB) destination or FOB origin material delivery instructions. FOB destination means the vendor is required to deliver the material at vendor expense to the ultimate consignee. There is no separate transportation charge to the Government, as the cost of transportation is included in the cost of the goods. On FOB origin shipments, the Government is responsible for funding the cost of moving the material from the vendor's location to the ultimate consignee as a separate charge. Procurement and contract administration personnel will ensure that for FOB origin procurements cite transportation funding separately and make available to the shipper. The appropriate FDT TAC to be cited is the TAC associated with appropriation used to procure the material.

d. DOD Activity Fabricated Material. Many Navy and other DOD working capital fund activities manufacture components for installation on Navy aircraft, ships and other projects. The movement of these newly manufactured components is chargeable to FDT. The term “DOD activity fabricated material” excludes material used to install the newly fabricated component. For example, when a Navy Working Capital Fund (NWCF) manufactures a component for installation on a ship and is then required to send personnel, material, or tools to the site to accomplish the installation, the cost of moving the personnel, materials, or tools between the working capital fund activity and installation site is funded by the organic material TAC of the NWCF activity.

e. Second Destination Transportation (SDT). SDT is any transportation other than FDT. It distributes material within the supply system after completion of FDT. SDT includes shipments required to fill Navy requisitions; redistribute material; and return material for overhaul, rework, repair, or disposal action. It does not include the issue of Navy-owned material incident to a system or equipment acquisition, modification, or a research and development project. Government furnished material shipped incident to a Foreign Military Sales (FMS) or Grant Aid project must cite the country and case number on the shipping documentation. Second destination stock point shipments are generated by an inventory manager’s decision to issue material in response to Navy requisitions or to redistribute material to other stock points and by a supply officer’s decision to retrograde material for disposal or repair. Also, for clarification purposes as an example, material received by one mode of transportation and transshipped by another will use SDT if destination is not a vessel’s homeport, e.g., Naples Water Freight terminal receives/unstuffs containers and transfers cargo to trucks for transit to a vessel such as the USS GRASP in Augusta Bay.

(1) Redistribution of organic material is funded by the activity directing the redistribution.

(2) Shipments of excess/surplus material by a NWCF activity to another location for storage, disposal, or rework are SDT and will cite the appropriate stock point SDT TAC. Transportation of excess/surplus NWCF material approved for turn-in is chargeable to the approving ICP. Movement of excess/surplus material from one end-use activity (includes DRMO sites) to another end-use activity will be funded by the receiving activity and will cite the appropriate organic material TAC.

(3) Marine Corps transportation costs for the movement of aviation material purchased with Navy appropriations are chargeable to the Navy FDT and Navy SDT. Marine Corps aviation unit movements, including transportation of organic supplies and equipment are the responsibility of the major claimant or Fleet Commander directing the movement. The Marine Corps fund transportation of aviation ground support equipment.

(4) Nonsignificant TAC. Shippers are not authorized to use the Navy nonsignificant TAC, N000. Shippers will validate every TAC prior to creating the shipping documentation. A TAC is valid only if it is loaded in the TAC database on the www. Aerial and water port operators will validate TACs using the Transportation Component Commands (TCCs) port automation systems (e.g. GATES, IBS and WPS). If the TAC is missing, invalid or cannot be identified, the port will contact the shipper/originator of the shipment to obtain the valid TAC. If

that fails, the Navy TAC coordinator (757-443-5322) will be called to assist in identifying the correct TAC or assigning an alternative TAC. It can only be applied by aerial and water port operators for cargo being held at the ports. It cannot be used by other shippers (non-aerial/water port transportation officer). In order to get authorization for use of an alternative TAC, the activity must call the Navy TAC coordinator. NAVTRANS will only approve the use of the alternative TAC after the port has contacted the shipper/originator of shipment and is unable to obtain the proper TAC within 48 hours. In requesting authorization to use the default TAC, NAVTRANS will require the following information: TCN, piece, weight, cube, priority, commodity, POE, POD, consignor, consignee, activities contacted to obtain a valid TAC and the number of hours the shipment has been held. Unauthorized use of nonsignificant TAC will result in a transportation billing back to the activity processing the shipment.

(5) Organic Material. The term organic refers to any material held by organizations other than stock points. Common material in this classification includes minor plant property, property book material, aircraft maintenance stands and test equipment, organization clothing, unit-owned tools and equipment, and end-use owned equipment. Unlike stock-point issued material, material on the financial inventory records of a stock point, organic material shipments are usually transported as a result of crossdecking or unit deployment directives.

(6) Decision Table for Determining the Appropriate TAC. NAVTRANS maintains the Navy TAC system. The local transportation officer is responsible for the assignment of correct TACs in accordance with this instruction. The activity directing the shipment is responsible for providing the data needed by the transportation officer to assign the correct TAC. Transportation personnel and shipment directing personnel may contact the NAVTRANS TAC coordinator at DSN 646-5322 or 757-443-5322 for assistance with Navy-sponsored shipments not otherwise listed on www. Is the shipment:

2. Navy sponsored? Is the first position of the requisition number on source document (DD Form 1348-1) in record position 30 an N, R, Q or V? Does source document such as DD Form 1149 cite appropriation beginning with 17 or 97X4930.N\_\_?

YES – Refer to other questions.

NO – Determine sponsoring agency. Cite agency's TAC.

a. Newly manufactured material originating at resource point (contractor, plant, or NWCF activity) for installation in a Navy ship, or use by another unit?

YES - This constitutes FDT (except rework) material. For shipments from commercial vendors cite the FDT TAC associated with procuring appropriation or fund.

NO - Refer to other questions.

b. Navy-owned non-stock material incident to RDT&E or system/equipment acquisition or modification?

YES - Cite appropriate FDT TAC associated with RDT&E or system acquisition or modification procuring appropriation or fund.

NO - Refer to other questions.

- c. Transportation of material issued by a Navy stock point?

YES - Charge odd-cognizance (cog) material to the TAC of the Navy depot issuing material. The cognizance symbol (commonly referred to as cog) is a two-digit alpha numeric code prefixed to the national stock numbers to identify the cognizant inventory manager, the stores account and the type of material. Even cog numbers 2, 4, 6, 8 denote material is carried in Appropriation Purchase Account, except 2A and 8A, which are stores account. Odd numbers 1, 3, 5, and 7 denote material is carried in the Navy Stock Account (NSA) 9 denotes Navy owned material carried in NSA and managed by Naval Inventory Control Point, Mechanicsburg. Charge even-cog material issues to the SDT even-cog TAC.

NO - Refer to other questions

- d. Excess material acquisition by end-use activity or shipment of excess/surplus material shipped to a Department of Defense disposal activity?

YES – Costs of shipping surplus/excess material from reutilization sites or other authorized sources to Navy activities is chargeable to the requesting Navy activity. Shipments to disposal sites are chargeable to the activity having accountability for the material. Transportation of excess NWCF material approved for turn-in is chargeable to the approving ICP.

NO – Refer to other questions.

- e. Inventory Control Point directed redistribution or return of Navy material made by Navy stock points?

YES - Charge odd-cog material transportation to issuing activity, generally a Navy Depot. Charge even-cog material to SDT even-cog TAC.

NO – Refer to other questions.

- f. Components being sent to an overhaul point for rework?

YES - If Navy inventory control point directed use SDT stock point or cog TACs. If the component is organic material being directed to an overhaul site by other than an inventory control point, cite the organic material TAC.

NO - Refer to other questions.

- g. FMS or Military Assistance Program (MAP)?

YES – See appropriate FMS/MAP directive.

NO – Refer to other questions.



h. Newly procured material for stock replenishment by a Navy stock point activity citing the appropriation 97X4930. NC1A?

YES - Cite the FDT TAC associated with the applicable budget project.

NO – Refer to other questions.

i. Material required by and for a NWCF activity citing 97X4930.N\_\_\_?

YES - Cite the NWCF activity FDT TAC for new procurement/excess material acquisitions. Cite TAC of issuing stock point for SDT requisition issues.

NO - Refer to other questions.

j. HHGs, personal effects, Privately Owned Vehicles (POVs) citing appropriation 17-1453?

YES – Obtain TAC from military orders. Military TAC construction procedures are found in BUPERS INST 7040.6, Series, Military Personnel, and Navy.

NO – Refer to other questions.

k. HHGs, personal effects or POVs for Reserve Navy Personnel citing appropriation 17-1405?

YES – Obtain TAC from military orders. Military TAC construction procedures are found in BUPERS INST 7040.7, Series, Military Personnel, Navy Reserves/TAR.

NO - Refer to other questions.

l. HHGs or POVs for civilians?

YES – Obtain from Civilian PCS orders. When the TAC is not cited on the orders, contact the order preparing activity.

NO – Refer to other questions.

m. Demurrage/Detention incurred?

YES – Not chargeable to transportation funds. Pay with station funds of responsible activity. Not applicable on GBLs.

n. Vehicles Furnished but not used?

YES – Not chargeable to transportation funds. Pay with station funds of responsible activity. Not applicable on GBL.

o. Prepay & Add (PP&A)?

YES – PP&A is a procurement and financial procedure used on contracts (Form 1155) that allow a vendor to arrange transportation to a destination, pay the transportation costs, and add it to the vendor bill as a separate line item. Refer to Federal Acquisition Regulation (FAR) 42.1403, Shipping Documents Covering F.O.B. Origin Shipments. FAR 19.403, Small Business Administration Breakout Procurement Center Representative for details on parameters of using PP&A procedures. PP&A can only be used when transportation costs are \$100 or less; weight limit cannot exceed 150 pounds for air movement or 1,000 pounds for surface moves. If a contract is paid by DFAS-Columbus through the Mechanization of Contract Administration (MOCAS) and accounted for in the Standard Accounting & Reporting System (STARS), the PP&A charges will be paid from the same line of accounting used to purchase the material. For all other PP&A charges that are paid by other paying centers, the material cost is paid from the procurement appropriation and the PP&A TACs will be entered as a separate line item.

NO – Refer to other questions.

p. Administrative material shipments?

YES – Administrative material consists of items such as: general correspondence, personnel records, payroll records, laboratory samples (except whole blood and urine sample), computer tapes, legal/financial/recruiting/contracting/blueprints or similar documents, and technical manuals/plaques not requisitioned through stock. Shipments of administrative material will be funded by the local activity requesting shipment and paid by the local activity disbursing office. For Navy-sponsored administrative shipments originating in overseas areas where the sole source of transportation is via AMC, MSC or GBL, cite the applicable organic TAC.

NO – Refer to other questions.

q. Navy-owned military ordnance readiness equipment and associated support material above 50 CAL/40mm assigned to Coast Guard Units in support of Navy Mission?

YES - Use TAC N082.

NO – Refer to other questions.

r. Red Cross supplies and equipment to and from overseas for ocean or air shipments sponsored by the Navy?

YES – Applicable cost will be charged to the Operations and Maintenance funds of the bureau, office, or operating force having financial responsibility of activity to which shipment is ultimately consigned.

NO – Refer to other questions.

s. Other shipments directed by FLTCOM/TYCOMS/SYSCOMS?

YES – Transportation of organic material, i.e., items on the custody or plant account records of field activities or deployable units, incident to relocation and/or rotational deployment,

is a funding responsibility of the major claimant or management command that directs the movement. Contact CINCS/TYCOMS/SYSCOMS.

NO – Refer to other questions.

t. GSA shipments of 9Q cog material from CONUS APOE/WPOE to overseas APOD/WPOD?

Yes - Cite TAC N194.

NO – Refer to other questions

u. Shipments of Not Ready For Issue (NRFI) - Depot Level Repairables (DLRS) to/from an Advanced Traceability and Control (ATAC) Hub or Node?

YES – Cite TAC N935 for Navy ATAC East Coast and N929 for Navy ATAC West Coast.

NO – Refer to other questions.

v. ICSS repairable material/ICSS consumable material OR or OQ cog?

YES - Cite TAC N826 (Interim Contractor Supply for Weapon Systems and Equipment).

NO – Refer to other questions.

w. Navy-sponsored Ready for Issue (RFI) repairable being returned from a contractor's repair site to the supply system? Also, includes shipment for Non-ATAC NRFI repairable to the designated overhaul point or storage point.

YES - Cite TAC NASO if material is NAVICP (UIC N00383) controlled or TAC NSPC if material is NAVICP (UIC N00104) controlled.

NO - Refer to other questions.

x. NWCF (stock) material originating from a DLA depot to a CONUS customer or from a DLA depot to an OCONUS water or OCONUS air service destination point?

YES - DLA TAC should be cited. Refer to TAC Table on the Web.

NO - Refer to other questions.

y. Has the shipment of Navy material reached the terminating OCONUS aerial or ocean and seavan container unstuffing point to be further moved inland by truck or flatbed?

YES - Navy extension of line-haul TAC N164 should be cited.

NO - Refer to other questions.

- z. Are port-handling costs involved, such as cranes, forklifts, rental, tugs, etc?

YES - OCONUS port handling costs at non-Navy ports are chargeable to ship's OPTAR. Ship/unit rental car/truck fees, even if vehicle is used to move cargo, are chargeable to renter's OPTAR. OCONUS port handling at Navy port is chargeable to the Fleet CINC having area responsibility or either the activity handling the cargo.

NO - Refer to other questions.

3. Guidelines for Determining the Appropriate Navy TAC or LOA. If a TAC is not identified in the shipment document, instructions in determining a valid TAC or LOA to apply are covered under this section. Click on Query Data Base on the Master TAC Reference Table at: [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html). Then, submit inquiry on either "Inquiry by TAC number" or "Inquiry by TAC description." Query results will allow user to view the description, usage and LOA. The User Options will allow the user to view the TAC description and usage. Specific instructions for FDT and SDT TACs covering Navy fund cites or appropriations are detailed as follows:

a. Working Capital Fund activities is chargeable to FDT accounts. For shipments from commercial vendors, cite the TAC that corresponds to the appropriations listed in the contract. For shipments from NWCF activities, cite the corresponding NWCF TAC that corresponds to the appropriation and subhead provided. Unless otherwise specified or excepted, the Subheads listed will be considered as covering a series. Navy stock point procurements require that the budget project be identified FDT Transportation of nonappropriated fund material. Appropriated Fund and Procurement Appropriations.

(1) Military Construction, Navy (17\_1205) appropriation. If TAC is not identified enter NFDT MCN 1205 in the inquiry by TAC description block on the www.

(2) Research, Development, Test and Evaluation, Navy (17\_1319) appropriation. If TAC is not identified, enter NFDT RDTE 1319 in the inquiry by TAC description block on the www.

(3) Aircraft Procurement, Navy (17\_1506) appropriation. If TAC is not identified, enter NFDT APN 1506 in the inquiry by TAC description block on the www. For PP&A TAC, enter NFDT PPA APN in the inquiry by TAC description block on the www.

(4) Weapons Procurement, Navy (17\_1507) appropriation. Transportation of FDT material procured by WPN funded F.O.B. origin contracts are paid by SWT 17\_1507 appropriation. If TAC is not identified, enter WPN 1507 in the inquiry by TAC description block on the www. For PP&A TAC, enter WPN 1507 PPA in the inquiry by TAC description block on the www.

(5) Shipbuilding and Conversion, Navy (17\_1711) appropriation. If a TAC is not identified, enter NFDT SCN 1711 in the inquiry by TAC description block on the www. For PP&A TAC, enter NFDT SCN 1711 PPA in the inquiry by TAC description block on the www.

(6) Operations and Maintenance, Navy (17\_1804) appropriation. If TAC is not identified, enter NFDOT OMN 1804 in the inquiry by TAC description block on the www. For PP&A TAC, enter NFDOT OMN 1804 PPA in the inquiry by TAC description block on the www.

(7) Operation and Maintenance, Naval Reserve (17\_1806) appropriation. If TAC is not identified, enter NFDOT OMNR 1806 in the inquiry by TAC description block on the www. For PP&A TAC enter NFDOT OMNR 1806 PPA in the inquiry by TAC description block on the www.

(8) Other Procurement, Navy (17\_1810) appropriation. Transportation of FDT material procured by OPN funded F.O.B. origin contracts are paid by SWT. If a TAC is not identified, enter OPN 1810 in the inquiry by TAC description block on the www. For PP&A TAC, enter OPN 1810 PPA in the inquiry by TAC description block on the www.

(9) Working Capital Fund (WCF) (97X4930). If TAC is not identified, enter “small purchase or capital investment” in the inquiry by TAC description block on the www. These TACs are for use by FISCs only. Refer to usage field on the www. NWCF activity fabricated, assembled, or produced material is considered new procurement. Shipment of vendor-supplied material to NWCF activities is considered to be an FDT cost chargeable to the FDT TAC of the requisitioning activity. Transportation of finished products from the industrial activity to the end-use activity is also chargeable to the activity FDT TAC. Multi-stage shipments of produced materiel or equipment requiring additional machining, testing, modification, etc., before reaching ultimate point of Navy use or storage, is FDT. These TACs are also used for organic material shipments, and HHG or POV shipments when WCF funded.

(10) NWCF Activities (97X4930) appropriation. If TAC is not identified and to view all NWCF funded TACs, enter NWCF in the inquiry by TAC description block on the www. To narrow the search to a specific NWCF UIC, enter NWCF and the activity UIC, i.e., NWCF N00102 or simply enter the activity UIC, i.e., N00102 on the www.

b. SDT.

(1) Stock Points. Shipments of stock account odd-cog material from Navy stock points and class 207/224 mobile units will be charged to the stock point TAC. The TACs may only be used when issuing stock account material release documents (DD Form 1348-1) in response to customer requisitions, ICP directed redistribution actions, or non-ATAC returns to an overhaul point. Stock point TACs of the issuing activity will be charged to the Service issuing the material regardless of the ownership of stock (the cost of transportation is included in the cost of the item). Transportation officers who perform shipment services for customers offering organic or unit-owned material for shipment (material not held on the stock records of the stock point supply officer) will cite the TAC of the activity directing the shipment on all non-stock account material shipments.

(2) Navy Stock Points. If TAC is not identified, enter Navy Depot in the inquiry by TAC description block on the www. To narrow the search to a specific stock point UIC, enter Navy Depot and the stock point UIC in the inquiry by TAC description block on the www, i.e., “Navy Depot N00104”.

(3) For west coast, east coast & Med Area ship stores originators of 1Q cog, including Rota and Bahrain, enter the words Navy Depot Ship Store in the inquiry by TAC description block on the www.

(4) Non-Cog or Cog material. Miscellaneous Material TACs are to be used only when the material being shipped clearly is not FDT, cog material, FMS or any category defined in this publication. Shipments citing these TACs may be subject to challenge. Enter NON COG in the inquiry by TAC description block on the www. If shipment is cog material, enter COG followed by the cognizance number, i.e., COG 2D, on the inquiry by TAC description on the www.

(5) Atlantic Naval Construction Force (NCF) allowance-material shipments incident to deployment and rotation of NCF units, NAVFAC directed. Excludes ammo and explosives - use cog TACs. Enter Atlantic NCF in the inquiry by TAC description block on the www.

(6) Pacific NCF allowance-material shipments incident to deployment and rotation of NCF units (NAVFAC directed). Excludes ammo and explosives - use cog TACs. Enter Pacific NCF in the inquiry by TAC description block on the www.

(7) Atlantic NCF equipment-retrograde equipment for repair/replacement (NAVFAC directed). Excluded ammo and explosives-use cog TACs. Enter Atlantic NCF in the inquiry by TAC description block on the www.

(8) Pacific NCF equipment-retrograde equipment for repair/replacement (NAVFAC directed). Excludes ammo and explosives. Enter Pacific NCF in the inquiry by TAC description block on the www

(9) NAVAIR or NAVAIR-supported activities. Contact SWT (757) 443-5326 prior to shipment if costs exceed \$5,000. Enter Aircraft moves in the inquiry by TAC description block on the www.

(10) Contact SWT (757)443-5326 prior to shipment if costs exceed \$5,000. Small boats and crafts, NAVSEA or when appropriate, CNO directed. Enter small boats in the inquiry by TAC description block on the www.

(11) For special project shipments not identified with a project code, enter the words SPEC PROJ in the inquiry by TAC description block on the www.

(12) For TACs associated with a project code enter PROJ CODE in the inquiry by TAC description block on the www. To narrow search to a specific project enter the Project Code and the three-digit code in the inquiry by TAC description block on the www, i.e., PROJ CODE 9BU.

(13) Surface Inland Extension of Line Haul from overseas Air/Water ports of debarkation to ultimate consignee, all areas. Excludes port handling and lighterage for delivery to mobile activities. Excluded local delivery from ashore receiving activities to services customers.

(14) For linehaul TAC, enter the words NAVY LINEHAUL in the inquiry by TAC description block on the www.

(15) Transportation of material purchased from a vendor for delivery to a Navy stock point for stock is chargeable to FDT TACs. While stock points are encouraged to buy “L” acquisition advice code material for stock on an FOB destination basis, FDT TACs may be used for such acquisitions when material is purchased on a FOB origin basis. The budget project determines the TAC and is the first two digits in the BCN. For example: “97X4930.NC1A 000 14001” is the partial accounting line for NWCF appropriation. 14000 represents the BCN field and indicates that “14” is the appropriate budget project. For Navy Stock Point purchased material TACs when budget project is not known enter “NSP BUDGET” project in the inquiry by TAC description block on the www. To narrow search when budget project is known, enter Budget Project and the two-digit project code in the inquiry by TAC description block on the www, i.e., “BUDGET PROJECT 14”.

(16) Morale, Welfare and Recreation (MWR) Clubs/Messes. The transportation of MWR material to the APOE/WPOE is funded by the non-appropriated activity. The Transportation Component Command (TCC) portion is billed by TAC. If the NMWR TAC is not known, enter NMWR in the inquiry by TAC description block on the www.

(17) All CONUS procured Navy Exchange (NEX) merchandise for shipment to Navy Exchanges in overseas areas. All OCONUS procured Navy Exchange (NEX) merchandise destined for shipment to other OCONUS area Navy Exchange (NEX), merchandise destined for shipment in overseas areas, and OCONUS area Navy Exchange (NEX) merchandise destined for shipment in CONUS

(18) Navy Exchange (NEX) civilian personal property shipments. If TAC is not known enter NAVY NEX in the inquiry by TAC description block on the www.

(19) Organic Material/Personal Property. Civilian Personal Property and Organic Material Shipments. These TACs may also be utilized for the transportation of organic equipment/excess-surplus material shipments directed or requested by the activity. If TAC is not identified for any Organic Material/Civilian Personal Property orders enter “HHG ORGANIC”. To narrow search to a specific UIC, enter HHG ORGANIC and the BCN in the inquiry by TAC description block on the www, i.e., “HHG ORGANIC N66021” or “ORGANIC N66021”.

(20) Movement of Navy mail. U.S. Postal Service Domestic System (AMC, MSC, MTMC) Mail – Navy Mail and Parcel Post to, from, and within overseas areas. If TAC is not known enter NAVY MAIL in the inquiry by TAC description block on the www.

(21) Support of Navy DOD Dependent Schools (DODDS) Dependent Educational Group. If TAC is not known enter NAVY DODDS in the inquiry by TAC description block on the www.

(22) Contractors and Private Parties. When using the Defense Transportation System (DTS) in support of official Government business, contractors and private parties must contact the transportation manager of the major command sponsoring their participation. If a major command authorizes the contractor/private party to use the DTS, the major command may elect to use their own TAC, or obtain a special TAC from the Shipper Service for use by the contractor/private party and take appropriate collection action.

(23) TACS for Navy sponsored below the line FMS shipments. If the FMS TAC is not identified for shipments sponsored by NAVAIR or NAVICP, enter the word NFMS followed by the 2-digit country code and the 3-digit case in the inquiry by TAC description block on the www, i.e., NFMS JA LQK or NFMS JA to display all TACs for the country JA.

(24) Base Realignment and Closure (BRAC). Costs involved with shipping property from a closing or realigning base to a receiving base to support relocating/realigning units will be charged to base closure funds. Costs for shipping property not in support of relocating/realigning units will be charged to the activity gaining the property. To view Navy BRAC TACs not otherwise identified, enter the word BRAC in the inquiry by TAC description block on the www.

(25) Military (MPN Funded). Military TAC for shipments of Household Goods, Personal Effects, and Privately Owned Vehicles of Navy Military Personnel citing the Navy appropriation "Military Personnel Navy (17-1453)."

(a) General. The Financial Management Handbook for Permanent Change of Station (PCS) Travel requires data on shipping documents in addition to the applicable TAC.

(b) Accounting Data Shown in Member's Orders. Pertinent account data shown in member's orders will include appropriation symbol, TAC, subhead, rank/rate code, accounting activity, customer identification code, purpose code and social security number, and other data as applicable.

(c) It is the responsibility of the household goods offices arranging for land, ocean, and air shipments to apply the proper TAC and other accounting data to shipping documents, or furnishing such data to the local shipping office.

(d) For deceased remains Navy/Marines, enter "DECEASED REMAINS" in the inquiry by TAC description block on the www.

(26) Reserve Personnel, Navy (RPN) Funded. TACs for shipments of personal property of reserve personnel, Navy (17-1405).

c. Citation of the applicable TAC is required on shipping documentation.

d. Accounting Data shown on Member's Orders. Pertinent accounting data shown on member's PCS orders will include TAC, appropriation symbol, rank/rate code, accounting activity, customer identification code, cost code, purpose code and social security number, and other data as applicable.

e. It is the responsibility of the HHGs offices arranging for land, ocean and air shipments to apply the proper TAC and other accounting data to shipping documents or furnish such data to the local shipping offices.

f. The TAC shown in the member's orders should be cited in the appropriation block on the GBL. In addition, the grade or rank code and the full Customer Identification Code (CIC) in the



member's orders will be shown elsewhere on the bill of lading. TCMDs (DD Form 1384) will include the TAC transcribed from the member's orders or from incoming shipping documents.

4. TAC and LOA validation. TACs are not valid without the LOA and SDN. TACs and LOA are validated by each major claimant within Navy and transmitted to the Navy TAC coordinator prior to the beginning of the fiscal year, NLT 1 September each year. Part of the validation also indicates that the LOA and SDN are properly recorded in the respective accounting system. Comptrollers are requested to obligate a sufficient amount of funds so that the invoice will be matched to the obligation and pass prevalidation by DFAS for payment to be effected. Obligation may be increased daily, weekly, monthly, by transactions or bills obligated. The overall guidance is to obligate sufficient amounts so that invoices will pass through the standard accounting and reporting system one bill pay system and be processed for payment within the prompt payment act guidance.

5. Billing Information. Government Bills of Lading are forwarded for processing to:

Defense Finance and Accounting Service  
Norfolk OPLOC FTB  
Voucher Examination Unit  
P.O. Box 8489  
Norfolk VA 23503-0489

a. Appropriation Chargeable and TAC. Navy-sponsored shipments require a four digit Navy TAC in appropriation chargeable block and the full line of accounting on the GBL. All transportation officers/shipping offices should review their GBL preparation process and ensure that a valid TAC is cited in the appropriation chargeable block by accessing the www address: [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html).

b. Multiple Shipments. When preparing GBLs that have more than one TAC assigned, annotate "See below" in block 12 of the GBL and cite the appropriate TACs opposite individual items in block 18, or on the GBL continuation sheet.

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## **ATTACHMENT THREE**

### **COAST GUARD TRANSPORTATION ACCOUNT CODES**

1. General. Guidance for Coast Guard Transportation Account Codes when making shipments between CONUS and OCONUS locations via the DTS.

a. Introduction. Coast Guard Transportation Account Codes (TACs) are used to identify the appropriation or user ultimately responsible for paying the transportation costs incurred for the movement of material within the DTS between CONUS and OCONUS and for onward movement to the final OCONUS destination. The source for determining valid TACs is the Master TAC Reference Table on the Worldwide Web (www), [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html).

b. First Destination Transportation (FDT). FDT delivers material from a procurement source to the final destination, i.e., the first point of use or storage or a site for subsequent distribution. The procurement source or final destination may be in CONUS or OCONUS. FDT charges include freight cartage, CONUS port handling, and other transportation costs (except demurrage or detention) incurred incident to the shipment of FDT materiel.

c. FOB Destination. Government contracts specify Free on Board (FOB) destination or FOB origin material delivery instructions. FOB destination means the vendor is required to deliver the material at vendor expense to a specified destination. All FOB Destination transportation costs are FDT.

d. FOB Origin. The Government is responsible for funding the cost of moving the material from the vendor's location to the ultimate consignee as a separate charge. For FOB Origin shipments moving between CONUS and OCONUS in the DTS, procurement and contract administration personnel will ensure that a TAC is provided in the shipment documentation. Funding for CONUS transportation will be cited separately and made available to the shipper.

e. For material purchased from the Defense Logistics Agency or the General Services Administration, transportation costs are built into the cost of the material and are chargeable to their agency TACs. GSA only pays shipping to Alaska, Hawaii, and Puerto Rico. For GSA shipments to foreign destinations, the requesting unit pays shipping cost from POE.

f. Second Destination Transportation (SDT). SDT is any transportation other than FDT. It distributes material within the supply system after completion of FDT. SDT costs are charged against funds cited on the Bill of Lading covering the shipment when movement is in CONUS. For OCONUS shipments via DTS, SDT is charged to the sponsoring agency indicated on the TCMD. SDT costs include port handling charges, freight, cartage and other charges associated with the transportation of materiel. Demurrage and detention charges are not chargeable to transportation funds. The payment of demurrage or detention charges is the responsibility of the activity where the charges are incurred.

g. Invalid TACs. Vendors, contractors, Coast Guard activities, and other shippers of Coast Guard material will validate every TAC prior to creating shipment documentation. A TAC is

valid only if it is loaded in the TAC database on the www. Aerial and water port operators will validate TACs per the procedures outlined in the main text of Appendix CC-11. If that fails, the Coast Guard TAC coordinator, 202-267-0640, will be called to assist in identifying the correct TAC or assigning an alternative TAC. Port personnel will provide the following when requesting assistance in obtaining a valid TAC: TCN, priority, pieces, weight, cube, commodity, consignor, consignee, and the time cargo was frustrated.

2. Decision Table for Determining the Appropriate TAC. The Office of Logistics Policy, G-SLP, maintains the Coast Guard TAC system. The local transportation officer is responsible for the assignment of correct TACs in accordance with this instruction. The shipment directing activity is responsible for providing the data needed by the transportation officer to assign the correct TAC. Transportation personnel and shipment directing personnel may contact the G-SLP TAC coordinator for assistance with Coast Guard sponsored shipments not otherwise listed on the www at 202-267-0640. To determine the correct TAC, ask is the shipment:

a. Coast Guard sponsored? Is the first position of the requisition number on the source document DD Form 1348-1A, DD Form 1149, DD Form 250, DD Form 1155, or SF 344 a Z?

YES – Refer to next question.

NO – Determine sponsoring agency. Cite agency's TAC.

b. Entirely within CONUS?

YES – The CG does not use TACs for shipments within CONUS.

NO – Refer to next question.

c. Material originating at contractor or manufacturing point with FOB destination terms and transiting the DTS?

YES - This constitutes FDT material. For shipments from commercial vendors cite the TAC associated with the procuring appropriation or fund identified in the procurement contract.

NO - Refer to next question.

d. Transportation of material purchased from a vendor having FOB destination CONUS port or FOB Origin contract delivery terms?

YES – Use TAC of the Coast Guard District, or MLC to which the unit belongs unless, the unit has an assigned TAC. When searching for the correct TAC via the www enter CG District or CG MLC as appropriate in the description field.

NO - Refer to next question.

e. Transportation of material issued by a Coast Guard Inventory Control Point?

YES - Use the TAC of the Coast Guard ICP issuing the material. When searching for the correct TAC via the www enter CG ELC or CG ARSC as appropriate in the description field.

NO - Refer to next question.

- f. Transportation of Coast Guard owned material directed by MLCLANT or MLCPAC?

YES - Use the TAC of the appropriate MLC when searching for the correct TAC via the www enter CG MLC in the description field.

NO - Refer to next question.

- g. Excess material acquisition by end-use activity or shipment of excess/surplus material shipped to a Department of Defense disposal activity?

YES –Costs of shipping surplus/excess material from reutilization sites or other authorized sources to Coast Guard activities is chargeable to the requesting Coast Guard activity. Shipments to disposal sites are chargeable to the activity having accountability for the material. Transportation of excess material approved for turn-in is chargeable to the approving ICP.

NO – Refer to next question.

- h. Inventory Control Point directed redistribution or return of Coast Guard material?

YES - Use the appropriate ICP TAC. When searching for the correct TAC via the www site enter CG ELC or CG ARSC as appropriate in the description field.

NO – Refer to next question.

- i. Components being sent to an overhaul point for rework ?

YES - If Coast Guard ICP directed use appropriate ICP TAC. If the component is organic material being directed to an overhaul site by other than an inventory control point, cite the TAC of the directing unit. When searching for the correct ICP TAC via the www site enter CG ELC or CG ARSC as appropriate in the description field.

NO - Refer to next question.

- j. FMS or Military Assistance Program (MAP)?

YES – See appropriate FMS/MAP directive.

NO – Refer to other questions.

- k. HHGs, personal effects, and Privately Owned Vehicles (POVs)?

YES – Use the appropriate TAC for Civilian or Military members as listed on the www. When searching for the correct TAC via the www site enter CG PCS in the description field.

NO – Refer to next question.

l. Coast Guard Exchange (CGES) merchandise for shipment to Coast Guard Exchanges in overseas areas?

YES – Use TAC ZCGE.

NO - Refer to next question.

m. Coast Guard Yard directed shipment?

YES – Use TAC ZCGY.

NO - Refer to next question.

n. Coast Guard Strike Force/Team deployment?

YES – Obtain TAC for appropriate unit from www. When searching for the correct TAC via the www site enter Strike Team in the description field.

NO – Refer to paragraph 3.

3. If material being shipped does not fit any of the previous categories, call G-SLP at (202) 267-0640 for guidance.

## **ATTACHMENT FOUR**

### **MARINE CORPS TRANSPORTATION ACCOUNT CODES**

1. General. Guidance for Marine Corps Transportation Account Codes and Related Matters.
2. Information pertaining to Marine Corps Transportation Account Codes (TACs) is contained in MCBul 4610, CARGO AND PERSONAL PROPERTY TRANSPORTATION ACCOUNTING DATA FOR FISCAL YEAR XXXX. This bulletin is updated annually and is normally published in September each year. It is applicable to all shippers of Marine Corps sponsored cargo and personal property. Effective FY00, MCBul 4610 was made available to all users at the HQMC Traffic Management Branch website. The HQMC URL address is [www.hqmc.usmc.mil/lftweb.nsf](http://www.hqmc.usmc.mil/lftweb.nsf). The user should click on "Home" and then click on "MCBul 4610". The MCBul 4610 will be displayed by section in Word 97. The information contained within MCBul 4610 is updated as required during the current fiscal year via Naval messages sent to Service/Agency headquarters for dissemination to transportation personnel. TAC changes, e.g., additions, deletions, changes, etc., are posted to the TAC Reference Table [www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html) as required.
3. Point of Contact for MCBul 4610 follows:

Commandant of the Marine corps (Code LFT)  
ATTN: Marine Corps TAC Coordinator  
Headquarters, U.S. Marine Corps  
2 Navy Annex  
Washington DC 20380-1775  
DSN 225-7930/8129; Commercial (703) 695-7930/8129  
E-mail ([petersonta@hqmc.usmc.mil](mailto:petersonta@hqmc.usmc.mil))

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## **ATTACHMENT FIVE**

### **AIR FORCE TRANSPORTATION ACCOUNT CODES (TACS)**

#### **1. General. Guidance for Air Force Transportation Account Codes (TACs).**

a. This attachment provides policy guidance, definitions, instructions, and other information pertaining to the assignment of Air Force TACs for movement of Air Force sponsored cargo. Policy guidance pertaining to Security Assistance Program/Foreign Military Sales (FMS) TACs is located in Attachment 6. Shippers are responsible for ensuring the correct, valid TAC is assigned on shipping documents prior to any movement. The Air Force TAC coordinator is responsible for ensuring each TAC is linked to a long line of accounting/fund citation and for revalidating all Air Force TACs on an annual basis prior to the beginning of the fiscal year.

b. Sources for determining valid Air Force TACs and funding responsibility may be obtained from one of the following web sites:

(1) Master TAC Reference Table: [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html).

(2) AFMC LSO/LOT: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot>.

(3) Click on “Transportation Funding” to access the Master TAC Reference Table, annual Fiscal Year memorandums on current Air Force transportation funding rules, TAC information, and other instructions.

(4) Logistics TRACKER : <https://tracker.wpafb.af.mil>. This website enables shippers to assign the correct TAC based on the National Stock Number (NSN). Click on one of the buttons titled “Queries” to access the “NSN Info” button. The TACs provided in this query are authorized for overocean movement. Shippers must comply with Air Force funding guidance when attempting to apply to CONUS commercial movement. If the data query does not assign a TAC, contact an Air Force TAC coordinator for assistance.

c. Air Force TAC Coordination/Assistance. The following Air Force TAC coordinators have been established to provide assistance in TAC assignment problems:

#### **(1) AFMC LSO/LOTB**

4375 Chidlaw Road, Bldg 262, Room C117  
Wright-Patterson AFB OH 45433-5006  
Telephone: DSN 787-7912, Commercial (937) 257-7912

#### **(2) AFMC LSO/LOTB**

4375 Chidlaw Road, Bldg 262, Room C1  
Wright-Patterson AFB OH 45433-5006  
Telephone: DSN 787-4814, Commercial: (937) 257-4814

(3) HQ AFMC/LGTT (Air Force Security Assistance Program/FMS)

4375 Chidlaw Road, Bldg 262, Room B117

Wright-Patterson AFB OH 45433-5006

Telephone: DSN 787-3422, Commercial: (937) 257-3422

d. References:

(1) AFI 65-601, Budget Guidance and Procedures, Volume 1, Chapter 10, Section 10E, Transportation of Property.

(2) AFI 24-201, Cargo Movement.

e. Definitions:

(1) First Destination Transportation (FDT). FDT is used to deliver materiel from a procurement source outside the DOD logistics system to the first point of use or storage for subsequent distribution within the Air Force logistics system. It includes the charges for freight cartage and demurrage incurred incident to shipment of the materiel. FDT is chargeable according to the Free on Board (FOB) terms of procurement. The FOB terms determine funding responsibility between the U.S. Government and contractor.

(a) FOB origin is a U.S. Government responsibility. FDT will be charged to the Operation and Maintenance (O&M), Research, Development, Test and Evaluation (RDT&E) or procurement appropriations that finance the item. Procurement of assets with O&M funds must fund the FDT with O&M type funds. Procurement of assets using RDT&E or procurement appropriations, charge the FDT to the TAC or Abbreviated Transportation Accounting Classification (ATAC) provided in AFMC LSO/LOT's annual FY memorandums (see paragraph 1.b).

(b) FOB destination is a contractor's responsibility and the FDT is included in the price of the item.

(2) Second Destination Transportation (SDT). SDT is any transportation other than FDT. It includes port handling charges and charges for freight, cartage, demurrage, and other charges incurred incident to shipment of Air Force logistics materiel to include door-to-door movement. SDT is paid from two types of funds: Air Force Working Capital Funds (AFWCF) and SDT Centrally Managed Allotment (SDT/CMA)

(a) AFWCF. The AFWCF is a revolving fund that combines previously existing commercial or business operations under a single treasury account, but keeps prior organizational structures and command authority relationships. The AFWCF includes the following divisions: Materiel Support Division (MSD), General Support Division (GSD), and Medical/Dental Support Division (MDD). The AFWCF charges the requisitioner for the item and for overhead. The overhead charge includes all transportation costs including inland transportation for movement to the requisitioner and return for repair. AFWCF items shipped from a DLA depot are moved by a DLA TAC.

1 The Air Force base level supply system is programmed to identify AFWCF materiel through the use of the fund code and budget code for each of the WCF Divisions. It automatically assigns the TAC to the shipping document (DD Form 1348-1A) when transportation is the funding responsibility of AFWCF. This includes item manager directed redistribution orders and the return of reparable assets to repair facilities (both depot and contractor).

2 Redistribution Orders (RDOs): AFWCF will fund CONUS inland transportation, overocean transportation provided by AMC and MSC, CONUS/OCONUS port handling provided by MTMC, overseas inland, and commercial door-to-door movement.

3 Reparable Returns: AFWCF will fund CONUS inland transportation, overocean transportation provided by AMC and MSC, and CONUS/overseas port handling provided by MTMC.

(b) SDT/CMA. The Air Force SDT/CMA pays for certain movements of non-Working Capital Fund materiel (munitions, aircraft engines, and other investment items listed on a Table of Allowance). AFMC LSO/LOT has financial responsibility for managing the SDT/CMA.

1 The Air Force base level supply system is programmed to identify RDO shipments of non-AFWCF materiel and assign the appropriate TAC on the DD Form 1348-1A.

2 RDOs: The SDT/CMA will fund for CONUS inland transportation, inter/intra-theater transportation provided by approved commercial air carriers, AMC, MSC, and CONUS port handling services provided by MTMC. Overseas inland and overseas port handling are the O&M funding responsibility of the overseas MAJCOM. SDT/CMA funded shipments eligible for door-to-door movement (inter or intra-theater) must be cleared through the commercial clearance desk operated by Air Force Air Clearance Authority, DSN 787-4946, or Commercial 937-257-4946. Procedures for commercial air clearance can be found on the AFMC LSO/LOT web site (paragraph 1.b).

3 Reparable Returns: The SDT/CMA will fund overocean transportation provided by AMC and MSC, CONUS port handling services provided by MTMC, and CONUS inland transportation from AMC/MTMC CONUS aerial/water ports. It will fund CONUS inland transportation from a repair facility to CONUS Air Force bases. Shipment of investment assets from a CONUS Air Force base to a CONUS repair facility is the responsibility of the owning CONUS MAJCOM. Overseas inland and overseas port handling are the O&M funding responsibility of the overseas MAJCOM. SDT/CMA funded shipments eligible for door-to-door movement (inter/intra-theater) must be cleared through the commercial clearance desk operated by Air Force Air Clearance Authority, DSN 787-4946, or Commercial (937)-257-4946. Procedures for air clearance can be found on the AFMC LSO/LOT web site (paragraph 1.b).

f. Default TAC. TCCs will contact the Air Force Shipper Service Control Office or TAC Coordinator for authority to use the Air Force designated default TAC. Authorization to use the default TAC will be granted on a case by case basis.

g. Abbreviated Transportation Accounting Classification (ATAC). Air Force TMOs are authorized to use ATACs only on GBL movements approved by HQ USAF/ILTTC. Four-digit TACs are required on CBLs processed through PowerTrack or Third Party Billing. Non-Air Force shipping offices are authorized continued use of ATACs.

h. PowerTrack. ATACs and TACs can not be co-mingled with long-line accounting classifications on the same bill of lading processed through PowerTrack.

## 2. Guidelines for determining the appropriate Air Force TAC for the following types of shipments.

a. Diversions. TACs required for diversions will be assigned by the authorized diversion activity (primarily Air Force Shipper Service Control Office). Diversions of Air Force cargo to storage or Air Force base activities are considered a SDT shipment. The TAC or long line accounting classification appearing on the shipping document will be used to effect diversion. Shipping activities making diversions will cite the appropriate TAC. Diversions to ANG destinations will cite the ANG TAC. For diversions on Air Force sponsored Security Assistance Program/FMS cargo, please see Attachment 7.

b. Retrograde. Water or aerial ports will cite the appropriate TAC or ATAC that corresponds to the TAC on the retrograde shipment in order to use commercial modes. For Air Force sponsored Security Assistance/FMS retrograde shipments, see Attachment 7.

c. Munitions/Missile Shipments. Air Force SDT/CMA will only fund movement documents directing shipment of munitions or missiles containing one of the Pacer Ammo Project Codes (121 and 725 through 736) provided by the shipper. Additionally, all movements must be an approved Munitions Movement Plan (MMP) shipment as directed by the Global Asset Positioning Conference or a JCS Project Code supporting Air Force contingency operations. Since TACs are not printed by the Combat Ammunition System (CAS)-B on the DD Form 1348-1A document, the TO or TMO will determine the appropriate TAC based on the federal stock class (see paragraph 1.b.(2)). If no project code is indicated, then all transportation costs will be borne by the base/MAJCOM to include overocean and port handling costs. Air National Guard shipments are not a part of the Pacer Ammo Program and are funded by the ANG.

d. International Merchant Purchase Authorization Card (IMPAC) shipments. All costs associated with Air Force IMPAC micropurchases, to include transportation, are the responsibility of the cardholder. If the IMPAC shipment must move between CONUS and OCONUS using AMC, MSC, or MTMC services, an individual TAC associated with the purchaser's long line of accounting must be established. An automated TAC request format and procedures for IMPAC purchases moving via the DTS may be accessed at AFMC/LSO LOT web site <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot>. Click on "Transportation Funding" and then click on "Procedure for OCONUS IMPAC" to obtain instructions.

e. DD Form 1149, Requisition and Invoice/Shipping Document. Base organizations preparing DD Forms 1149 for transportation of assets must cite local funds for CONUS movement to include movement to a port. For overocean movement, units with an individual

TAC must provide the TAC on the DD Form 1149. Other TACs appropriate for overocean movements must be determined using the sources in paragraph 1.b. For SDT/CMA shipments, if commercial door-to-door proves more economical than AMC, use of the appropriate SDT TAC is authorized for the entire movement. If SDT funds are used for the entire movement, clearance through the commercial clearance desk is mandatory. Procedures for clearance can be found on the AFMC LSO/LOT website.

f. Air National Guard (ANG). When assets are shipped to an ANG base (DODAAC F\_6000-F\_6599), the funding responsibility belongs to the ANG for non-WCF funded assets (RDOs and returns of serviceable assets from depot repair). The shipping base normally funds all other shipments. When assets are shipped from one ANG base to another ANG base, local funds must be used. For OCONUS shipments that are an ANG funding responsibility, use the ANG TAC to fund inter/intra-theater movement.

g. Military Permanent Change of Station (PCS). The TAC for movement of household goods, unaccompanied baggage, and privately owned vehicles using AMC, MSC, and MTMC port handling services should be cited on the member's orders. If the TAC is not available on the PCS orders, use the Master TAC Reference Table or contact the Air Force TAC coordinator for assistance. The long line of accounting on the member's orders will be used for CONUS movement.

h. Civilian PCS. If the TAC is not cited on the member's orders, then the appropriate TAC from the Master TAC Reference Table must be determined based on whether the civilian position is an appropriated funded or nonappropriated funded position. The long line of accounting on the member's orders will be used for CONUS movement.

i. Unaccompanied Baggage for Temporary Duty (TDY) and Dependent Student Travel. Movement of Air Force sponsored unaccompanied baggage for personnel in a TDY or dependent student travel status paid from unit or base O&M funds must request a specific TAC to pay for AMC movement. Use the AFMC LSO/LOT website listed in paragraph 2 of this attachment to access the TAC request format.

j. Foreign Military Sales (FMS) Supply Discrepancy Report (SDR) formerly Report of Discrepancy (ROD). See Attachment 6.

3. Billing Information. Billing will be made in accordance with the billing instructions contained in the Master TAC Reference Table.

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## **ATTACHMENT SIX**

### **ARMY TRANSPORTATION ACCOUNT CODES**

1. General. Guidance for Army Transportation Account Codes
2. For information concerning Army Transportation Account Codes contact:

HQDA (DALO-TSP)

500 Army Pentagon

Washington, DC 20310-0500

POC: Mr. Gonano or Mr. Suckfiel

Telephone: DSN 224-4081/2576

Commercial: (703) 614-4081/2576

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## ATTACHMENT SEVEN

### SECURITY ASSISTANCE PROGRAM SHIPMENT TRANSPORTATION ACCOUNT CODES

1. Introduction. This attachment provides definitions, instructions, and other information pertaining to the assignment of Transportation Account Codes (TACs) to Department of Defense (DOD) sponsored shipments of Security Assistance Program materiel. The Security Assistance Program encompasses Foreign Military Sales (FMS) and Grant Aid (formerly referred to as Military Assistance Program (MAP). Details of the Security Assistance Program are set forth in JCS PUB 1 and DOD 5105.38-M, Security Assistance Management Manual (SAMM), and this regulation Appendix V, Security Assistance Program Shipments.

2. General Information. The alphabetic characters listed below (first position of the TAC) will be applicable for compiling FMS and Grant Aid TACs, and will identify the appropriate Sponsoring Service.

Sponsoring Service	First position of FMS TAC will be:	First position of Grant Aid TAC will be:
Army	B	B
Air Force	D	D
Navy	P	P
Marine Corps	K	K
Defense Logistics Agency	S	S

The second, third, and fourth positions can be either numeric or alphabetic.

a. References.

(1) DOD 5105.38-M, Security Assistance Management Manual (SAMM).

(2) DOD 4000.25-1-M, Military Standard Requisitioning and Issuing Procedures (MILSTRIP).

(3) DOD 4000.25-2-M, Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP).

b. Definitions.

(1) Foreign Military Sales (FMS). That portion of United States Security Assistance Program authorized by the Foreign Assistance Act of 1961, as amended, and the Arms Export Control Act of 1976, as amended, which furnishes defense articles and defense services to foreign governments and international organizations on a reimbursable basis. Sales are conducted on the basis of formal contracts or agreements between these governments and organizations and the U.S. Government. The sales are government-to-government and may be furnished from DOD stocks or through DOD-managed contracts. DOD, not the vendor, is the seller; therefore, all contracts will be written as F.O.B. Origin so that a DOD Contract

Administrator can accept materiel at origin and process shipments in accordance with applicable DOD regulations. Funding for this program may be by cash, credit, non-repayable credit or grant (MAP merger). Shipments are processed under FMS procedures, regardless of the type of funding.

(2) Grant Aid Program. That portion of the U.S. Security Assistance Program authorized by the Foreign Assistance Act of 1961 as amended, which provides defense articles and services to recipients on a non-reimbursable (grant) basis (JCS PUB 1). Grant Aid Programs are sometimes used for special operations, such as for the United Nations. In these instances, the U.S. Service and its command(s) will furnish full instructions and billing addresses, which are directing the operation. Grant Aid Programs also include, but are not limited to, International Military Education and Training (IMET), Excess Defense Articles (EDA) and Presidential Determinations (PD). Below is a more detailed explanation of each program.

(a) IMET. Formal or informal instruction provided to foreign military students, units, and forces on a nonreimbursable grant basis by officers or employees of the United States, contract technicians, and contractors. Instruction may include correspondence courses; technical, educational, or informational publications; and media of all kinds (JCS PUB 1). IMET is identified by ICP, Type of Assistance Code "1" in the fourth position of Grant Aid TACs and in the sixth position of IMET MILSTRIP requisitions and TCNs used to requisition and move any materiel involved.

(b) EDA. EDA materiel is applied collectively to U.S defense articles that are no longer needed by the U.S. armed forces. Such defense articles may be made available for sale as FMS cases or as grant transfers to eligible countries. EDA items must be drawn from existing DOD stocks. When Grant Aid procedures are followed, an A will appear in the fourth position of the TAC and in the sixth position of MILSTRIP requisitions and TCNs used to requisition and move the materiel.

(c) PD. Emergency situations not covered by any other Security Assistance Program that require immediate military assistance to a foreign country or international organization. Emergency drawdowns for these situations are authorized by Section 506 of the Foreign Assistance Act. The PD provides neither funds nor contracts authority. Therefore, it only authorizes drawdown of current DOD stocks and the use of non-contractual services (e.g., Air Mobility Command airlift or MTMC-arranged ocean lift) and training from DOD resources. The PD also has a fixed dollar ceiling and a predetermined duration (usually 120 days). PDs are identified by Type Assistance Code "C" in the fourth position of Grant Aid TAC and the sixth position of the MILSTRIP requisitions and TCNs used to requisition and move the materiel involved.

(3) FMS Case Designator. A unique designator assigned by the Implementing Agency to each FMS case. The designator originates with the offer of a sale, identifies the case through all subsequent transactions, and is generally a three-letter designator.

c. FMS/Grant Aid TAC Coordination/Assistance. The following TAC focal points of contact will provide assistance in unusual TAC assignment problems that cannot otherwise be resolved through research and use of this regulation:

Army	Deputy Chief of Staff for Logistics Directorate for Transportation, Energy and Troop Support 500 Army Pentagon Washington DC 20310-0500 Telephone: DSN 224-4081 Commercial: (703) 614-4081  Commander U.S. Army Security Assistance Center Attn: AMSAC-OL-LS-CS 54 M Ave. Suite 1 New Cumberland PA 17070-5096 Telephone: DSN: 977-6843 Commercial: (717) 770-6843
Air Force	HQ AFMC/LGTT Traffic Management Branch 4375 Chidlaw Rd, Bldg. 262, Rm. B117 Wright-Patterson AFB OH 45433-5006 Telephone: DSN: 787-3422/5631/2919/5389 Commercial: (937) 257-3422/5631/2919/5389
Navy	Navy Material Transportation Office SWT/TAC MGNT. (Code 012) Norfolk VA 23511-6691 Telephone: DSN : 646-5322 Commercial: (757) 443-5322
Marine Corps	Commandant of the Marine Corps Code LFT-1 Washington DC 20380-0001 Telephone: DSN: 225-7930 Commercial: (703) 695-7930

d. Appropriations Chargeable. Inland CONUS transportation charges for FMS shipments may be processed in one of the following ways:

(1) Collect – No GBL. Applies to Delivery Term Code (DTC) 4 (non-Defense Working Capital Fund (DWCF) funded) and DTC E FMS Shipments. Supply depots will release materiel under this DTC following normal MILSTRIP release procedures. Based on a Materiel Inspection and Receiving Report (DD Form 250) which documents acceptance of materiel by the U.S. Government at the vendor's facility, a DOD Contract Administrator's TO will also process a DTC 4 shipment in accordance with MILSTRIP release procedures. The vendor will be instructed to ship materiel to a CONUS-located customer country freight forwarder on a collect commercial bill of lading (CCBL). Regardless of the source of materiel, the releasing TO will sign the "No Recourse" Clause on the face of the CCBL in accordance with this regulation. A DTC of 4 should not be assigned to any requisition/MRO for DWCF materiel. However, if this

does happen, the materiel should be shipped pre-paid as DTC 5 citing the DWCF for inland CONUS transportation.

NOTE: Prepay and Add procedures apply if DTC 4 shipment is a small parcel. Shipment will be handled as DTC 5 using FMS Transportation funds. Shippers are responsible for advising the materiel item manager. The materiel management agency is responsible for initiating billing adjustments with the Defense Finance and Accounting Service-Denver Center.

(2) Shipment under the FMS Trust Fund Transportation Cost Clearing Account (L009 Account) can apply to all of the following DTCs: 2, 3, 5, 6, 7, 9, or 8 and A, B, C, D, F, G, or H. However, for the numeric DTCs, it will apply only if the items involved are not DWCF materiel. Inland CONUS transportation of DWCF materiel will be funded by the applicable DWCF. Supply depots will follow normal MILSTRIP release procedures when shipping materiel under the FMS Cost Clearing Account. Based on Materiel Inspection and Receiving Reports (DD Forms 250) which document acceptance of materiel by the U.S. Government at vendors' facilities, DOD Contract Administrator TOs must also determine whether the FMS Transportation Cost Clearing Account or a DWCF applies to inland CONUS transportation. They will then process shipments following the same MILSTRIP release procedures. According to the applicable DTC, materiel will be shipped to a customer country's CONUS-located freight forwarder (DTC 5), to a DOD CONUS WPOE or APOE (DTC 3, 6, 7, 8, or 9), or to a CONUS staging area other DOD activity (DTC 2). Freight shipments will be under a Government Bill of Lading (GBL) or a DOD-approved prepaid commercial bill of lading citing the FMS Trust Fund Transportation Cost Clearing Account (see below). Small parcels will be shipped via a qualified small parcel carrier and billing processed with the applicable materiel manager.

Except for DTC 4 Collect shipments and shipments of DWCF materiel, the following accounting classification will apply to all FMS inland CONUS transportation costs (does not extend beyond CONUS-located customer country freight forwarder or DOD CONUS-located customer country freight forwarder or DOD CONUS port of embarkation (POE)):

9711X8242\_L009\_8401\_&@!!\_GBL S843000

97	Department of Defense
11X8242	Foreign Military Sales Trust Fund
—	Space
L009	DOD FMS Transportation Cost Clearing Account
L0	Pseudo Country Code
09	Department of Defense
—	Space
8401	Allotment Serial Number
—	Space
&	Insert two-position FMS Country Code
@	Insert one-digit implementing agency (IA) code
!!	Insert three-character alpha master case designator

—	Space
GBL	Insert “GBL”
S843000	Accounting and Disbursing Station Number

NOTE 1: This fund citation is a constant that does not have to be reissued every year. Its currency is maintained by the FMS case data that is part of it.

NOTE 2: Under Electronic Data Interchange (EDI) format, the above fund citation will appear as follows: 97 X8242L00900000840191X000000000843000

(3) Shipment under Defense Working Capital Fund (DWCF) Transportation Funds. Can apply to DTCs 2, 3, 5, 6, 7, 8 and 9. DWCF materiel currently includes inland CONUS transportation in the selling price of the materiel. DWCF FMS shipments will terminate at either a CONUS-located customer country freight forwarder (DTC 5), a DOD CONUS WPOE or APOE (DTC 6, 7 and 9), or a CONUS staging point or other DOD activity (DTC 2). Although DTC 4 should never apply to a DWCF item, some requisitions for this materiel may erroneously bypass requisitioning edit checks with DTC 4 in them. Shipping activities should process these as DTC 5 shipments citing the applicable DWCF for inland CONUS transportation.

(4) FMS Assembly Actions. At times, a materiel management command must bring several parts, subassemblies, and government furnished materiel (GFM) together to produce an end item requisitioned under the FMS program. Whenever this is done, the parts, subassemblies and GFM is shipped under a command’s own requisition number or other FMS tracking number to the assembly location of the end item. After the end item is completely assembled, it is normally shipped to the final destination under a FMS Document Number as either a collect commercial shipment (to the FMS freight forwarder) or shipped in accordance with the applicable delivery term code from the Letter of Offer and Acceptance (FMS Case). Since movement of parts, GFM, and subassemblies to assembly locations is part of the cost of the end item, the materiel management command uses a fund citation that allows the command to account for these costs and bill them as “above-the-line” costs directly to the FMS case which is being used to purchase the end items. Also, unless the materiel is DWCF funded, the fund cite will be the same regardless if the parts, GFM, and subassemblies come from procurement or from depots. The following accounting classifications depict the format used by the IAs for these shipments:

(a) Foreign Military Sales – Air Force Case – Direct Cite (“above-the-line”)

9711X8242.&&\*\* 4FX \$\$\$\$ N!!!&& ^^^ +++000 \_\_\_\_\_

97	Department of Defense
11X8242	Foreign Military Sales Trust Fund
&&	Insert two-digit country code (e.g., JA = Japan)
**	Insert two-digit implementing agency code (e.g., 02 =USAF )
4F	Insert Fund Code “4F” (direct cite of FMS case funds)
X	Insert X (there is no fiscal year identifier)
\$\$\$\$	Insert Operating Budget Account Number (OBAN)

N	Insert non-contract code “N”
!!!	Insert three-character alpha master FMS Case Designator
&&	Insert two-digit country code (JA = Japan)
^^^	Insert the applicable Element of Expense/Investment Code
	(EEIC) (e.g., 463 = comm surface trans). Note: this is an optional entry.
+++	Insert three-digit FMS Line Item Number (i.e., 001)
000	Insert three (3) zeros to fill positions
_____	Insert the six (6) digit Accounting and Disbursing Station Number (ADSN) of the Air Force Base or center managing the funds (not DFAS-Denver)

(b) Foreign Military Sales – Army – Direct Cite (“above-the-line”)

97-11X8242.&&\*\* % \$\$\$\$\$\$ !!!+++ ^^^^ \_\_\_\_\_

97	Department of Defense
11X8242	Foreign Military Sales Trust Fund
&&	Insert two-digit country code (e.g. JA = Japan)
**	Insert two-digit Implementing Agency (IA) code (e.g., 02=Army)
%	Insert program year (PY)/fiscal year (FY) code
\$\$\$\$\$\$	Insert 6-digit operating agency (OA)/allotment serial number (ASN) code
!!!	Insert 3-character alpha master FMS case designator
+++	Insert 3-digit FMS line item number
^^^	Insert 4-digit element of resource (EOR) code
_____	Enter 6-digit fiscal station number (not DFAS-Denver)

(c) Foreign Military Sales – Navy – Direct Cite (“above-the-line”)

97-11X8242.\*\*&& \_\_ \$\$\$\$\$ 0 AAA >> PAA CC SDN

97	Department of Defense
11X8242	Foreign Military Sales Trust Fund
**	Insert two-position System Code (e.g., 28 = MISIL)
&&	Insert two-digit Country Code (e.g., GR = Greece)
__	Insert the 3-digit Object Class (OC). Use “000”
\$\$\$\$\$	Insert 5-digit Bureau Control Number (BCN)
0	Insert “0” for Sub-code
AAA	Insert the six-digit Authorized Accounting Activity (not DFAS Denver)

>>	Insert 2-position Type Code (TC)
PAA	Insert the Property Accounting Activity (PAA) code. Note: for Security Assistance requisitions citing FMS or Grant Aid appropriations, the PAA is the first 6-positions of the MILSTRIP requisition number.
CC	Insert the 12 position alphanumeric Cost Code (CC). Postions 1-4 = Julian date, 5-8 = Document Serial Number, 9 = Suffix Code, 10-12 = FMS Case
SDN	Insert the 15 position alphanumeric Standard Document Number (SDN). Position 1-6 = the System Command's DODAAC, 7-8 = fiscal year , 9-15 = Miscellaneous Document Transportation Record (MDTR) number

NOTE 1: The IAs illustrated standard accounting classifications can vary between Commands/Centers. Questions regarding the correct format/information in the funds citation should be directed to the IAs Financial Services Office.

NOTE 2: The Assembly actions described above should not be confused with "consolidations" which are used to gather multiple shipments at a staging or consolidation depot for subsequent movement to an FMS customer or Grant Aid recipient. Under transportation procedures, these consolidation depots constitute In-Transit Stopoffs. As such, they have the same status as a port of embarkation or debarkation. Shipments held at these activities maintain their Shipment Unit integrity. Consolidation points do not open or break down Shipment Units. Since these shipments move from DOD activity to DOD activity, they follow DTS procedures. Funding will be either from the FMS Trust Fund Transportation Cost Clearing Account or from DWCF accounts, depending on source of the materiel. Subsequent movement will be made under the same TCNs as applied to the arriving Shipment Units. Onward movement will never use a DWCF account for inland CONUS transportation. They may be either prepaid (using the FMS Transportation Fund) or collect commercial based on the terms of an FMS Letter of Offer and Acceptance (FMS Case).

### 3. Decision Table: Identifying FMS Requisitions/TCNs versus Grant Aid Requisitions/TCNs.

a. Foreign Military Sales (FMS). FMS requisitions always contain a Delivery Term Code (DTC) in record position (rp) 34. The DTC will either be a 2, 3, 4, 5, 6, 7, 8, or 9 for outbound sales shipments or an A, B, C, D, E, F, G, H, or J for Repair and Return/Maintenance Support Agreement two-way shipments. Explanations of these DTCs are found in Appendix V of this regulation. The fifth position of an FMS shipment's TCN corresponds to rp 34 of an FMS requisition. Therefore, the fifth position of the TCN for a Security Assistance Program FMS shipment will be one of the DTCs shown above for rp 34 of an FMS requisition.

b. Grant Aid requisitions do not have a Delivery Term Code (DTC). Instead of a DTC, rp 34 will contain a zero (0). The zero will also appear in the fifth position of a Grant Aid Transportation Control Number (TCN).

c. The following is a guide to locating the different FMS or Grant Aid data elements in Security Assistance shipping documents and Transportation Control Numbers (NOTE: DD Form 1348-1A, Issue Release/Receipt Document, is the shipping document used by DOD and GSA storage activities, and it contains the 80 rp format. DD Form 250, Material Inspection and Receiving Report, is the shipping document used for items procured for FMS customers and shipped by DOD Contract Administration activities. It does not have an 80 rp format, and DTCs etc., for requisitions are located in the same positions as in TCNs):

Data Element	Record Position On DD Form 1348-1A	Position In TCN Or In Requisition Number Found In A DD Form 250
Sponsoring U.S. Service Code	30	1 <sup>st</sup>
Customer Country/International Organization Code	31 and 32	2 <sup>nd</sup> and 3 <sup>rd</sup>
Customer within Country Code	33	4 <sup>th</sup>
FMS Delivery Term Code MAP/Grant Aid zero entry	34*	5 <sup>th</sup>
Type Assistance/Finance Code	35	6 <sup>th</sup>

\*Must be either a numeric 2, 3, 4, 5, 6, 7, 8, or 9 or an alpha A, B, C, D, E, F, G, H, or J in rp 34 to identify the shipment as FMS. Grant Aid shipments do not have DTCs that apply; therefore, rp 34 will always be a zero (0).



4. Security Assistance Program (FMS & Grant Aid) Transportation Account Code (TAC) Construction.

a. Foreign Military Sales (FMS). FMS TACs should be constructed as follows:

TAC Position	Data Element	MILSTRIP Requisition Record Position (s) Used For This Data Element	Element As Entered In Completed TAC
1st	Implementing Agency/ U.S. Sponsoring Service Code	30	B=U.S. Army D=U.S. Air Force P=U.S. Navy K=U.S. Marine S=U.S. DLA
2 <sup>nd</sup> -4 <sup>th</sup>	FMS Case Designator	48-50	Enter FMS Case exactly as it appears in rp 48-50 of DD Form 1348-1A or in the appropriate blocks of a DD Form 250 or a DD Form 1155

NOTE: TACs should never be constructed with the FMS Customer Country purchasing service code that is found in rp 45 of a MILSTRIP requisition.

FMS Transportation Account Code Examples:

BUKV

| |  
| | FMS Case Designator  
| B for U.S. Army sponsored

PVGR

| |  
| | FMS Case Designator  
| P for U.S. Navy sponsored

b. Grant Aid. The following table provides criteria to follow in developing Grant Aid TACs.

TAC Position	Data Element	MILSTRIP Requisition Record Position (s) Used For This Data Element	Element As Entered In Completed TAC
1st	Implementing Agency/ U. S. Sponsoring Service Code	30	B=U.S. Army D=U.S. Air Force P=U.S. Navy K=U.S. Marine S=U.S. DLA
2 <sup>nd</sup> & 3rd	Recipient Country Code	31-32	Two Character alpha or alpha-numeric code (appendix B20 of DOD 4000.25-1-M, DOD MILSTRIP Manual
4 <sup>th</sup>	Type Assistance Code	35	One character alpha or numeric code (definitions found in appendix B22 of DOD 4000.25-1-M, DOD MILSTRIP Manual

#### EXAMPLES OF GRANT AID TACs

##### BTK1

| | | Type Assistance (IMET)  
| | TK for Turkey  
| B for Army-sponsored

##### DSPC

| | | Type Assistance (506 PD)  
| SP for Spain  
| D for Air Force sponsored

c. Retrograde of FMS Cargo (Supply Discrepancy Report (SDR) Returns).

(1) If the U.S. Government acknowledges fault in response to a SDR, Standard Form 364 (SF 364), filed by an FMS customer for incorrect or defective materiel, the involved U.S. Sponsoring Service's materiel managers may direct return of the materiel to a CONUS-located storage or repair facility. Other options include local disposal in customer country. Return instructions will be furnished to a Customer Country in a DD Form 1348-1A format. Record positions 48-50 of the DD Form 1348-1A will show the FMS Case designator that was used for the original purchase of the materiel. The DD Form 1348-1A instructions will also include a TAC for overocean movement of the discrepant materiel and a fund citation for inland movement.

(2) SDR Return Transportation Account Codes (TACs) will be constructed with "III" entered in the 3rd, 4th, and 5th positions. The first position will contain the U.S. Service Code of the U.S. Service directing the return. The possible SDR Return TACs are as follows:

U.S. Army: BIII      U.S. Air Force: DIII  
 U.S. Navy: PIII      U.S. Marine: KIII  
 U.S. DLA: SIII

(3) Fund citations for inland (or overocean commercial) transportation of SDR returns will be as follows (citation construction and breakdown is identical for FMS fund cite explained in paragraph 2.d.(2) except for substitution of III for FMS case designator):

9711X8242\_L009\_8401\_&@III\_GBL S843000

97	Department of Defense
11X8242	Foreign Military Sales Trust Fund
—	Space
L009	DOD FMS Transportation Cost Clearing Account
—	Space
8401	Allotment Serial Number
—	Space
&	Insert two (2) character FMS Country Code
@	Insert one (1) character Implementing Agency Code
III	Designates a SDR return shipment
—	Space
GBL	Insert “GBL”
S843000	Accounting Disbursement Station Number (DFAS-DE)

## 5. Billing Information

### a. Billing Addresses.

(1) Foreign Military Sales (FMS). Transportation costs for all FMS materiel will be billed to:

(a) Overocean Transportation Costs (including port loading/unloading) incurred for authorized movement of FMS materiel, including SDR returns, via the Defense Transportation System (DTS) will be billed to the following address by the transportation operating agencies:

Director  
 Defense Finance and Accounting Service – Denver Center  
 Security Assistance Accounting Center  
 Attn: DFAS-DE/IRCI  
 6760 East Irvington Place  
 Denver CO 80279-2000

(b) Billings for inland CONUS transportation of U.S. Army and Air Force sponsored shipments of FMS materiel on Government Bills of Lading (GBLs) will be addressed to the following:

Directorate of Transportation Payments  
Defense Finance and Accounting Service – Indianapolis Center  
8899 East 56th Street  
Indianapolis IN 46249-0601

(c) Navy, Marine Corps and Defense Logistics Agency billing addresses should be verified with those services or agencies.

1 Grant Aid Procedure Shipments. Billing will be in accordance with the Grant Aid type program that is being processed. Normally, billing instructions will be furnished by the sponsoring U.S. Service or subordinate command involved.

b. Special Information. (Reserved)

## ATTACHMENT EIGHT

### OTHER DOD AND US GOVERNMENT AGENCIES TRANSPORTATION ACCOUNT CODES (TACS)

1. **INTRODUCTION.** Transportation Account Codes (TACs) are used to identify the appropriation or user ultimately responsible for paying the transportation costs incurred for the movement of material within the DTS between CONUS and OCONUS and for onward movement to the final OCONUS destination. The source for determining valid TACs is the Master TAC Reference Table on the Worldwide Web (www), [http://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](http://www.daas.dla.mil/tac_inq/tac_menu.html).

2. Other DOD and US Government Agencies have been assigned the “H” series TACs. Any TAC beginning with an H falls under this attachment. They are further broken down by the second and third positions as follows:

<u>2d position</u>	<u>3d position</u>	<u>Organization</u>
1	3	Department of Commerce
1	4	Department of Interior
1	9	Department of State
2	0	Department of Treasury, Customs
3	3	Smithsonian Institution
3	6	Department of Veterans Affairs
7	4	American Battle Monuments Commission
A		Defense Information Systems Agency
B		Federal Aviation Administration
C		Defense Contract Audit Agency
D		Miscellaneous
E		DOD Dependent Schools
F		Defense Threat Reduction Agency
G		General Services Administration
H		Defense Intelligence Agency
J		Department of Justice
K		National Security Agency
L		Washington Headquarters Service
M		National Imagery and Mapping Agency
N		Reserved
P		Department of Agriculture
Q		American Forces Information Service
R	A	USTRANSCOM
R	C	USCENTCOM
R	E	USEUCOM
R	P	USPACOM
R	S	USSOUTHCOM
S		Defense Commissary Agency
T		Miscellaneous Organizations

U	Reserved
V	Reserved
W	Defense Civil Preparedness Agency
W	Defense Finance Accounting Service
Y	Reserved
Z	Reserved

3. A search can be initiated on the Master TAC Reference Table by either the TAC assigned to a shipment or by descriptive words that would be found in the Description field on the Master TAC Reference Table. A POC should be listed for each TAC to provide assistance in the proper use of their TAC.

4. Invalid TACs. Vendors, contractors, and other shippers of other DOD and US Government Agency material will validate every TAC prior to creating shipment documentation. A TAC is valid only if it is loaded in the TAC database on the www. Aerial and water port operators will validate TACs per the procedures outlined in the main text of Appendix CC-11. If that fails, call the TAC coordinator, at DSN 779-1985 or commercial 618-229-1985, to assist in identifying the correct TAC or assigning a new TAC.

5. Non-DOD and US Government Agency TAC Coordination/Assistance. The following TAC coordinator has been established to provide assistance in TAC assignment issues:

USTRANSCOM  
TCJ4-LTS  
508 Scott Drive (Bldg 1900)  
Scott AFB IL 62225  
Telephone: DSN 779-1985  
Commercial (618) 229-1985

6. Billing Information. Billing will be made in accordance with the billing instructions contained in the Master TAC Reference Table.

**ATTACHMENT NINE**  
**USING THE MASTER TAC REFERENCE TABLES**

**MENU OPTIONS.**

1. Query Data Base. TACs may be checked or specific TACs sought through queries to the Master TAC Reference Table. TACs may be searched on text strings contained in the description and usage fields. Those with TAC Coordinator access will be able to view all TAC data. Normal users will have some limitations on the data they can view, most notably, funding data.
2. Display Service Coordinator File. This option identifies those users with TAC Coordinator privileges. The DOD TAC Coordinator, in coordination with the Service and Agency representatives, has identified Service and Agency TAC Coordinators and their TAC series to the Defense Automatic Addressing System Center (DAASC). The Service and Agency TAC Coordinators may identify others authorized to update their series of TACs. These persons are issued passwords and are authorized to update (including purge) TACs in their identified series. DAASC will maintain e-mail, commercial, and DSN telephone numbers and mailing addresses for all users with TAC Coordinator privileges.
3. Display Assistance POCs. This option displays TAC assistance contact information provided by the Service and Agency TAC Coordinators for their series of TACs. This information will identify a commercial and DSN voice and fax number, and an e-mail and mailing address for person(s) to contact if assistance is needed with the Component's TAC. Additional narrative instructions may also be provided.
4. Display E-Mail Address File. Displays e-mail addresses of all subscribers to daily TAC Change Notices.
5. Download TAC Table. Users may have DAASC transfer (using File Transfer Protocol (FTP)) the TAC file data to a designated IP address.
6. Download Publication. This option allows a TAC Coordinator to download their series of TACs.
7. Subscribe to TAC Change Notices (for daily changes). DAASC will e-mail daily TAC change notices to all who subscribe to these TAC change notices. To subscribe to these changes, select this option and provide your e-mail address. Also use this option to delete or correct your e-mail address. A single e-mail message will be sent to each subscriber identifying all TAC changes for the day. A separate e-mail message will be sent identifying TACs that will soon be purged.
8. Display Coordinator TAC File Structure. Shows the format of the TAC data base.
9. Display Publication Counts. Shows the total number of TACs created by each Service/Agency.

10. Update Option. Those with TAC Coordinator access may add, change, and delete TACs in their series.



## **APPENDIX CC-12**

### **INTRANSIT DATA REPORTING**

1. This Appendix details the general requirements and procedures for collecting data used in transportation evaluation. The procedures contained in this Appendix apply to shipments for the Army and the Marine Corps, and may be modified as agreed between the Army and Marine Corps proponents, and shippers, transshippers, and receivers. The procedures outlined in this appendix do not apply to any shipments by the Defense Logistics Agency.
2. The data collected using these procedures provide input to uniform defense wide logistics performance reports.
  - a. Validation or revision of the Uniform Materiel Movement and Issue Priority System (UMMIPS) time standards.
  - b. Evaluation of performance against UMMIPS time standards.
  - c. Evaluation of performance of each segment of the transportation pipeline by point to point and carrier performance reports.
  - d. Determination of supply systems workload and materiel availability.
  - e. Analysis of the use of issue and movement priorities.
  - f. Provide intransit data to support transportation planning.
  - g. Provide a basis for traffic pattern analysis.
3. Exclude certain types of shipments from these procedures. Do not collect intransit data on the following:
  - a. Transactions specifically excluded from MILSTRIP.
  - b. On base local issues of retail stocks.
  - c. Shipments of retail stocks originating at installations (e.g., bases, posts, camps, stations, etc.).
  - d. United States Postal Service (USPS) and small package carrier shipments including mode/method of shipment codes G, H, J, 5, 6, and 7. For these shipments total order and ship time is measured through use of the materiel receipt acknowledgement card Military Standard Transportation Reporting and Accounting Procedures (MILSTRAP) Document Identifier (DI) D6S.
  - e. Vendor shipments from commercial suppliers direct to the customer on first destination shipments. This exclusion does not include ammunition shipped from Army ammunition plants.

f. Security assistance (Foreign Military Sales (FMS) and Military Assistance Program (MAP)) shipments to a freight forwarder, including other security assistance shipments in the DTS.

4. Activities report intransit data in the same format whether using DDN, mail, or courier. Figures CC-12-1 through CC-12-6 contain detailed instructions for preparing intransit data submission. Use different formats to report data needed for measuring transportation performance by segment. The following document identifiers identify the formats and the segments covered:

a. TK1, intratheater airlift initial terminal. This format indicates the period from receipt (Greenwich Mean Time (GMT) hour/day) by the initial air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see Figure CC-12-1).

b. TK2, intratheater airlift intermediate terminal. This format indicates the period from receipt (GMT hour/day) by the intermediate air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see Figure CC-12-1).

c. TK3, intratheater airlift final terminal. This format indicates the period from receipt (GMT hour/day) by the final air terminal to shipment (GMT hour/day) to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element. The DI TK3 is not prepared for shipments intended for onward movement overseas by AMC since the information would duplicate that on DI TK7 (see Figure CC-12-2).

d. TK4, Government Bill of Lading (GBL) shipment within CONUS or overseas intratheater and retrograde shipment. This format indicates the period from shipment (day of year) by the consignor to receipt (day of year) by the consignee transportation element or CONUS transshipper (Consolidation and Containerization Point (CCP)/Port of Embarkation (POE) terminal). The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. For overseas retrograde shipments, this format only provides the shipment date (day of year). TK4 is not used by the Air Force overseas and use is optional for the other Services (see Figure CC-12-3).

e. TK6, AMC Aerial Port of Debarkation (APOD) receipt and lift. This format indicates the period from receipt (GMT hour/day) at the APOD to the date (GMT hour/day) forwarded to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element when an appropriate local agreement was reached with the consignee (see Figure CC-12-4).

f. TK9, AMC/Water Clearance Authority (WCA) POE receipt and lift.

(1) For AMC, this format indicates the period from the earlier of offer or receipt (GMT hour/day) at the Aerial Port of Embarkation (APOE) to shipment (GMT hour/day) from the APOE (see Figure CC-12-5).

(2) For the WCA Water Port of Embarkation (WPOE), this format indicates the period from the earlier of offer or receipt (day of year) at the WPOE to vessel discharge (day of year) at

the Water Port of Debarkation (WPOD). The format also includes entry of the date (day of year) the vessel was loaded at the WPOE (see Figure CC-12-5).

g. TK8, Air Force consignee report. The Air Force prepares this format and indicates the consignee receipt date (day of year). In CONUS, it is used when the TK8 is not received by the consignee; overseas, when the APOD does not enter the consignee receipt date on the format with DI TK6 (see Figure CC-12-6).

5. When corrected intransit data is submitted, submit new information and distribute the corrected information to the same activities as the original with the DI changed as follows:

<u>Original DI</u>	<u>Changed DI</u>	<u>Original DI</u>	<u>Changed DI</u>
TK1	TKA	TK6	TKF
TK	TKB	TK7	TKG
TK3	TKC		
TK4	TKD		

**Intransit Data Entries for Intratheater Airlift Origin and Intermediate Terminals  
(TK1/TK2)**

<u>Data Field</u>	<u>Procedure</u>
1-3	Origin terminal; enter TK1. Intermediate terminal; enter TK2.
4-8	Leave blank.
9-14	Enter Department of Defense Activity Address Code (DODAAC) of the consignor.
15-17	Leave blank.
21-23	Enter air terminal identified code for air terminal preparing the intransit data (Appendix DD-4).
24-26	Enter code for GMT shipment shipped from the air terminal.
27	Enter applicable mode/method code (Appendix DD-8).
28-29	Leave blank.
30-46	Enter the shipment unit Transportation Control Number (TCN).
47-49	Leave blank.
50-52	Enter air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-71	Leave blank.
72-76	Enter total weight of shipment unit, preceded by blanks if less than five positions.
77-80	Leave blank.

**Figure CC-12-1. Intransit Data Entries for Intratheater Airlift Origin and Intermediate Terminals (TK1/TK2)**

### **Intransit Data Entries for Intratheater Airlift Final Terminal (TK3)**

<u>Data Field</u>	<u>Procedure</u>
1-3	Enter TK3 (this format not used for movement by AMC).
4-8	Leave blank.
9-14	Enter DODAAC of the consignor.
15-17	Enter the three-position code for the day of the year the consignee received the shipment. Make this entry by the air terminal under local agreement with the consignee.
18-20	Enter the GMT code by the date received at the air terminal (Appendix EE-4).
21-23	Enter the air terminal identifier code for the final terminal (Appendix DD-4).
24-26	Enter the GMT code for the date the air terminal forwarded the shipment to the consignee.
27	Enter the applicable mode/method code for movement from the air terminal to the consignee (Appendix DD-8).
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DODAAC of the consignee.
53	Enter the transportation priority.
54-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

**Figure CC-12-2. Intransit Data Entries for Intratheater Airlift Final Terminal (TK3)**

**Intransit Data Entries for GBL Shipments Within CONUS and Overseas  
Intratheater/Retrograde Shipments (TK4)**

<u>Data Field</u>	<u>Procedure</u>
1-3	Enter TK4 (preparation of this format overseas is mandatory for the Air Force and optional for other Services).
4	Leave blank.
5-8	Enter origin carrier Standard Carrier Alpha Code (SCAC), preceded by blanks if less than four positions.
9-14	Enter the DODAAC of the consignor.
15-17	Enter the three-position day-of-the-year code for the date shipment received by the consignee.
18-26	Leave blank.
27	Enter the mode/method code for movement from consignor (Appendix DD-8).
28	If the Inventory Control Point (ICP) and the consignor are not of the same Service or Agency, enter one of the following ICP codes.  A – Army                      N – Navy                      F - Air Force M – Marines                S-Defense Logistics Agency (DLA)
29	Leave blank.
30-46	For Air Force and Marine Corps shipments, enter the shipment unit TCN. For all other shipments: 30-35 Enter DODAAC of the consignor. 36 Enter B. 37-44 Enter the complete GBL number 45-46 Leave blank.
47-52	Enter the consignee or transshipper as follows: For shipments with the consignee in CONUS, enter the consignee DODAAC. For shipments to a transshipping point: 47-49 Leave blank. 50-52 Enter the air terminal or water port identifier code (Appendix DD-4 and DD-14, respectively).
53	Enter the highest transportation priority shown on the GBL.
54-59	Leave blank.
60-62	Enter the three position day-of-the-year code for the date the consignor shipped the materiel.

**Figure CC-12-3. Intransit Data Entries for GBL Shipments Within CONUS and Overseas  
Intratheater/Retrograde Shipments (TK4)**

<u>Data</u> <u>Field rp</u>	<u>Procedure</u>
63-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

**Figure CC-12-3. Intransit Data Entries for GBL Shipments within CONUS and Overseas Intratheater/Retrograde Shipments (TK4) (Cont'd)**

### **Intransit Data Entries for AMC APOD Receipt and Lift (TK6)**

<u>Data Field</u>	<u>Procedure</u>
1-3	Enter TK6.
4-14	Leave blank.
15-17	Enter three-position day-of-the-year code the shipment was received by the consignee. This entry may be made by the APOD under local agreement with the consignee.
18-20	Enter the GMT code for the date shipment was received at the APOD (Appendix EE-4).
21-23	Enter the air terminal identifier code for the APOD (Appendix DD-4).
24-26	Enter the GMT code for the date the APOD forwarded, or offered for forwarding, the shipment to the consignee.
27	Enter the mode/method code by which the APOD forwarded the shipment to the consignee (Appendix DD-8).
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-80	Leave blank.

**Figure CC-12-4. Intransit Data Entries for AMC APOD Receipt and Lift (TK6)**



### **Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)**

<u>Data Field</u>	<u>Procedure</u>
1-3	Enter TK7.
4-8	Enter the flight number or voyage number, preceded by blanks if less than five positions.
9-14	Enter the DODAAC of the consignor.
15-17	Leave blank except for air shipments; the Central Data Collection Point (CDCP) will enter the date received by the consignee from TK6 data.
18-20	Enter the date the shipment was received or offered for delivery, whichever is earliest, at the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code (Appendix EE-4).
21-23	Enter the air or water port identifier code for the POE (Appendices DD-4 and DD-14).
24-26	Enter the date shipment forwarded by the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code.
27	Enter mode/method code F for air shipments and V or Z for water.
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DODAAC of the consignee, except for Air Force-sponsored cargo; enter the following: 47-49 Leave blank. 50-52 Enter the air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-56	Enter 999 for non-mission capability supply shipments, otherwise leave blank.
57-62	Leave blank.
63-65	Enter the date shipment received at the POD.  For air shipments, leave blank. The GMT code for date of receipt at the APOD is entered by the CDCP from TK6 data. For water shipments, enter the day-of-the-year code for the date the vessel was completely unloaded.
66-68	Enter the air or water (Appendices DD-4 and DD-14) terminal identifier for the POD.

**Figure CC-12-5. Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)**

<u>Data</u> <u>Field rp</u>	<u>Procedure</u>
69-71	For air shipments, the GMT code for the date the shipment is forwarded to the consignee is entered by the CDCP.
72-76	Enter the total weight of the shipment unit. Proceed with blanks if less than five positions.
77-80	Leave blank.

**Figure CC-12-5. Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)  
(Cont'd)**

### **Intransit Data Entries for Air Force Consignees (TK8)**

<b>Data Field rp</b>	<b><u>Procedure</u></b>
1-3	Enter TK-8.
4-14	Leave blank.
15-17	Enter the day of the year code for the date the shipment was received by the consignee.
18-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DODAAC of the consignee.
53-80	Leave blank.

**Figure CC-12-6. Intransit Data Entries for Air Force Consignees (TK8)**

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## APPENDIX CC-13

### TECHNICAL DETAILS FOR 2 DIMENSIONAL (2D) BAR CODING

#### A. EXPLANATION OF FIGURES CC-13-2 THROUGH CC-13-7

1. While these tables are mainly to provide Department of Defense (DOD) required American National Standards Institute (ANSI) standards to bar code device programmers; there has been an attempt to present them in a form that is understandable to transportation and traffic managers. The data is essentially selected entries from the Transportation Control and Movement Document (TCMD) and supply single line item document (DD Form 1348). Figure CC-13-1 provides the sources or authority for the data required by the table that follow it. Figures CC-13-2 through CC-13-7 provide the sequence of the data streams between bar code devices and automated information systems. Format 06 data element identifiers (DEI) identify ANSI standard data elements, while format 07 DEIs identify DOD unique data elements from this regulation and Military Standard Requisition and Issue Procedures. The following paragraphs address each of the columns in Figures CC-13-2 through CC-13-7.

2. Compliance Character (Column 1). This column shows the special formatting characters associated with the ANSI MH10.8M data format. The Compliance Indicator shall be the first three characters in the Message Header. The Compliance Indicator shall be []> (left bracket, right parenthesis, and greater than). The Format Trailer Character shall be the fourth character in the Message Header. The Message Trailer identifies the end of the message within the data stream. The Message Trailer shall be the End Of Transaction (EOT) character.

**Table CC-13-1: Excerpt from “Subset of ASCII/ISO 646”**

**(Table of Hexadecimal and Decimal Values)**

HEX	DEC	ASCII / ISO 646
04	04	E <sub>OT</sub>
1D	29	G <sub>S</sub>
1E	30	R <sub>S</sub>

3. Format Code (06 and 07) (Columns 2 through 4). A Format header consists of a Format Indicator (a two-digit numeric identifier which identifies the rules governing the Format), and Variable header data (if any) which defines the separators used and version and release, date, or control information of the applicable standards.

4. The Data Field (Column 5) contains the description of the data field.

5. Data Format Type/length (Columns 6 and 7). The 5th column contains an indicator of whether the data is alpha and or numeric (e.g. an5) and the length of the actual data represented by this field. A convention of “an..25” means variable length up to 25 alphanumeric characters, where “an25” means a fixed length of precisely 25 alphanumeric characters. Variable length fields are not zero-filled unless specified.

6. Column 8 contains sample data for the field indicated.

7. Column 9 shows the appropriate separator or terminator code that is appropriate for that particular part of the data stream. The Segment Terminator character is a non-printable character “FS” that terminates a format segment. The Data Element Separator is a non-printable character “GS” that separates data elements.

8. Column 10 shows the total number of characters including compliance characters, format indicators, data elements and termination/separator characters for a particular data segment.

## **B. EXPLANATION OF 2D BAR CODE LOOPING STRUCTURE FOR CODING MULTIPLE TCMDS OR LINE ITEMS**

1. In order to completely document a consolidated shipment, regardless of type, the potential for multiple Transportation Control Numbers (TCNs) (shipment units) exists. Each one of the single shipment units can be documented with a single shipping label format. Looping is required to document the entire consolidated shipment when multiple shipment units exist within a single shipment.

2. MH-10 data identifiers can be used to document the consolidated shipment if a standard looping structure is followed. In this standard looping structure, the order in which the shipment units are stored on the media (2D bar code, RFID tag, OMC, etc.) is critical to the meaning of the data.

3. The Lead TCN must be first in the data file. The consolidated TCNs follow and their order is not important. Each TCN must be documented completely in the data file before the next TCN is stored. Each TCN must be documented following the standards outlined in the EUCOM Demonstration Label Specification document. This structure allows the DOD AIT community to follow MH-10 standards and builds upon the work done in encoding the EUCOM Demonstration Label, which worked well for that operational prototype.

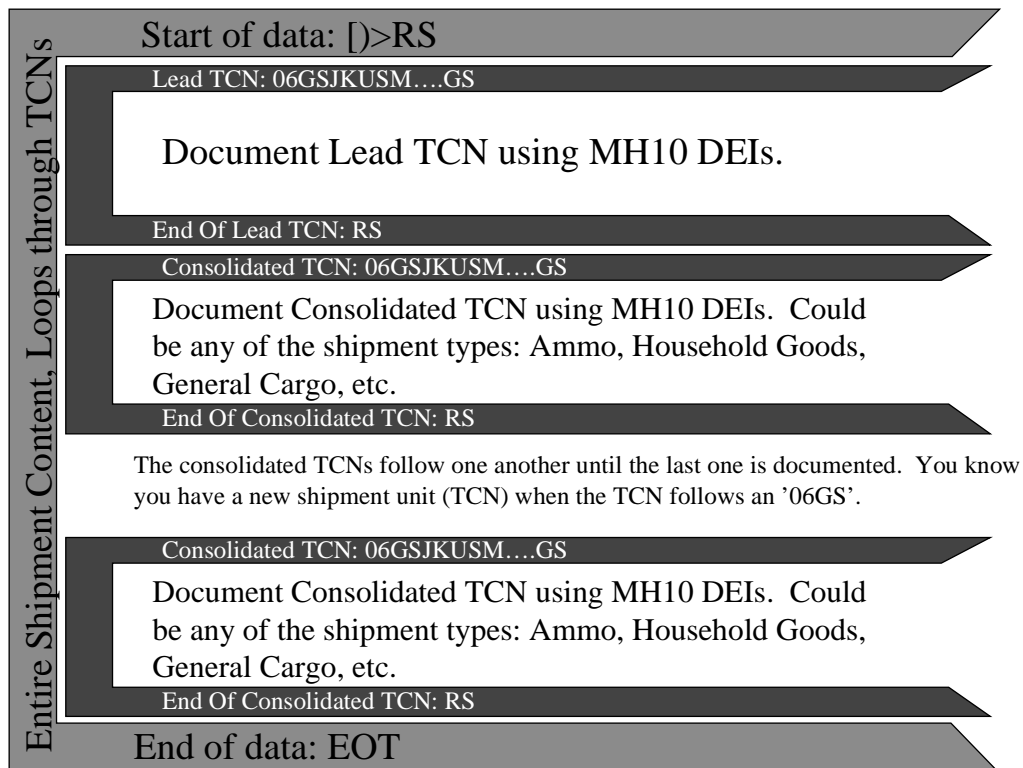
4. The automated systems that use this MH-10 data file are able to determine which TCN is the Lead TCN due to the order in which the TCNs are encoded. Every TCN within the data file will be preceded by a ‘JKUSM’ DEI. When the ‘JKUSM’ DEI is encountered as the first element of an ‘06’ formatting envelope, the automated system knows that this begins a new shipment unit.

5. An Example:

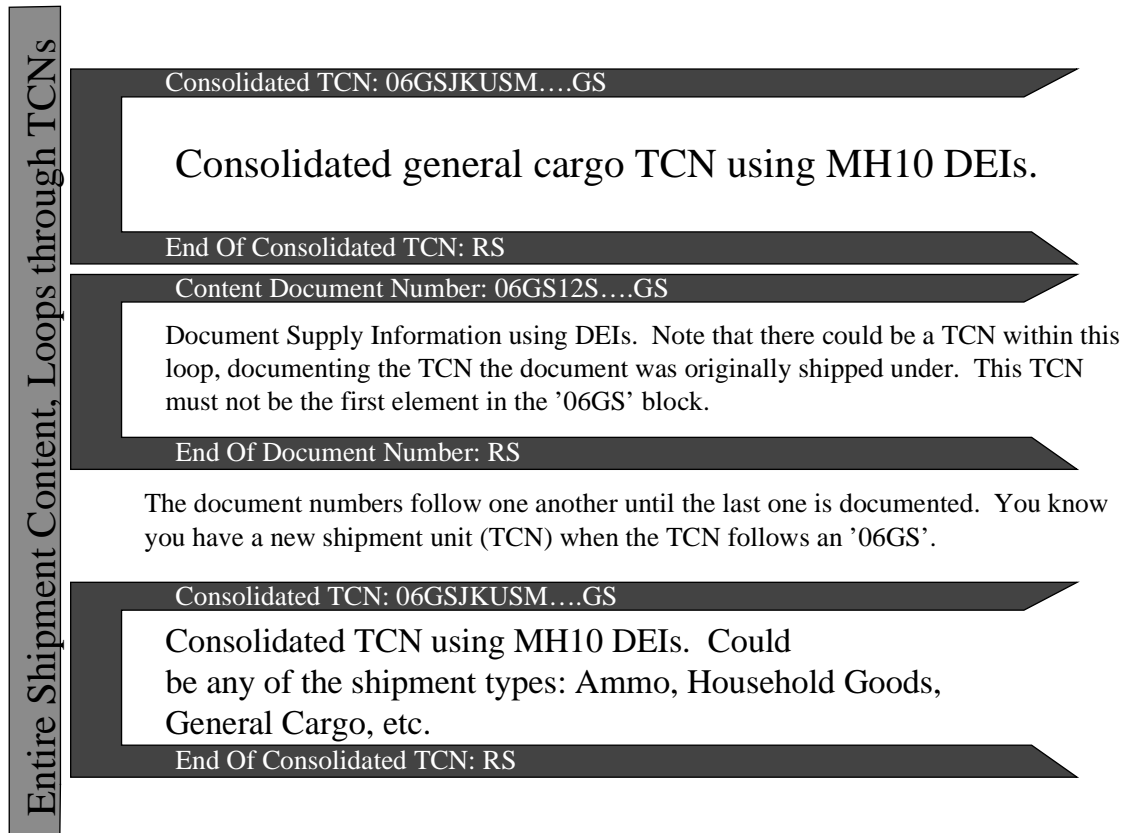
a. A Seavan shipment with three consolidated general cargo shipment units within the container. The Seavan Shipment TCN and supporting information will be in the file first. After the last element of the Seavan Shipment, an RS (record separator) will be encoded instead of the

EOT. Next in the file will be one of the consolidated TCNs and supporting information. After the last element of that consolidated shipment unit, an RS will be encoded instead of the EOT. Next in the file will be the second of the consolidated TCNs and supporting information. After the last element of that consolidated shipment unit, an RS will be encoded instead of the EOT. Last in the file will be the third of the consolidated TCNs and supporting information. After the last element of that consolidated shipment unit, the EOT will be encoded to indicate the end of the transmission.

- b. The following drawing depicts the looping structure:



c. The following drawing depicts multiple supply lines within a single TCN shipment unit. The content document number and supply data is contained in an '06' block. The '12S' DEI is used to indicate a document number as represented below. The number of supply lines is limited by the storage capacity of the Automated Identification Technology (AIT) device. Note that these TCNs are contained within a MH-10 data file as shown above.



d. The final decision to make in documenting an entire consolidated shipment with MH-10 DEIs is the storage capacity of the AIT media. If the AIT media cannot store all of the data required to document the shipment, the functional data will be eliminated in the following order:

- (1) First, supply data is eliminated from the data file.
- (2) Next, the consolidated TCNs, one TCN at a time, will be eliminated from the data file.



### 2D Bar Code Data Sources and Authority

Format 06 Data Element Identifier	Data Field Name	Source or Authority for Data
1T	Lot Number	Supply Documentation
2Q	Weight	Supply Doc or Observation
2R	Condition Code	Supply Documentation
3D	Ship Date	Observation
4R	DOD Identification Code (DODIC)	Supply Documentation
4V	Carrier Code	Bill of Lading
6P	Item Identifier (TAMCN, DODIC, etc)	Supply Documentation
7Q	Quantity with Unit of Issue	Supply Documentation
8V	Distribution Code	Supply Documentation
9K	Transportation Account Code (TAC)	Appendix CC-11
10P	Hazardous Material Code	Supply Doc or Observation
12Q	Unit Price	Supply Documentation
12S	Supply Documentation Number	Supply Documentation
13Q	Piece Number of # of Pieces	Supply Doc or Observation
13S	Security Seal Number	Observation
51L	Origin Zip Code	Supply Doc or Observation
I	Vehicle Identification Number (VIN)	Supply Documentation
JKUSM	Transportation Control Number (TCN)	Appendix CC-1
N	NATO Stock Number (NSN)	Supply Documentation
V	Routing Identifier Code	Supply Documentation
Format 07 Data Element Identifier	Data Field Name	Source or Authority for Data
03	Project Code	Supply Documentation
04	Unit Line Number (ULN)	Supply Documentation
05	Unit Identification Code (UIC)	Supply Documentation
06	Bumper Number	Supply Doc or Observation
08	Unit Name	Supply Documentation
09	Equipment Description	Supply Documentation
10	Model Identifier	Supply Doc or Observation
12	Cube	Supply Doc or Measure
15	Water Commodity/Special Handling Code	App. DD-12 & DD-13

**Figure CC-13-1. 2D Bar Code Data Sources and Authority**

Format 07 Data Element Identifier	Data Field Name	Source or Authority for Data
18	Length	Supply Doc or Measure
19	Width	Supply Doc or Measure
20	Height	Supply Doc or Measure
21	Pallet Identifier	Supply Doc or Observation
23	Air Dimension Code	Appendix DD-3
24	Container Number	TCMD rp 4-8
25	Port of Embarkation (POE) Code	App. DD-4 & DD-14
26	Port of Debarkation (POD) Code	App. DD-4 & DD-14
27	Consignee DOD Activity Address Code (DODAAC)	Supply Documentation
28	Transportation Priority	Paragraph 203 D.2.
29	Consignor DOD Activity Address Code (DODAAC)	Supply Documentation
30	Mode of Shipment	Appendix DD-8
32	Required Delivery Date	Supply Documentation
33	Special Priority	Supply Documentation
34	Documentation Identifier Code (See note 1)	Appendix DD-5
35	Free Text Comment	As Required
36	Package Identifier/Serial Number	Supply Documentation
37	Vehicle Model Number	Supply Doc or Observation
38	Nomenclature	Supply Documentation
39	Number of Rounds of ammunition	Supply Documentation
40	United Nations (UN) Class/Division Code	Supply Doc or FLIS
41	UN/NATO (See note 2)	Supply Documentation
42	UN/NATO Identification Number (See note 2)	Supply Doc or FLIS
43	Compatibility Code	Supply Doc of FLIS
44	Net Explosive Weight	Supply Documentation
45	Last Name	TOPS or Member
46	First Name and Middle Initial	TOPS or Member
47	Owner's Grade	Appendix DD-7
48	Type Shipment	Appendix CC-1
49	Air Commodity/Special Handling Code	App. DD1 and DD2
50	Type Pack Code	Appendix EE-7
51	Seavan Ownership Code	Appendix EE-6
55	CDIST	Figure CC-2-5, rp 57

**Figure CC-13-1. 2D Bar Code Data Sources and Authority (Cont'd)**

Format 07 Data Element Identifier	Data Field Name	Source or Authority for Data
56	Number of Shipment Units in Van	Fig. CC-2-5, rp 58-59
57	Number of Pieces in Van	Observation
58	Inside Cube	Observation
59	Van Size (Usually Length)	Observation
60	Van Number	Fig CC-2-13, rp 56-63
61	Check Digit	Observation
62	Temperature Range	Supply Doc or Observation
63	Stopoff Number and Consignee DODAAC	Supply Doc or Observation
65	Ultimate Consignee/Mark For DODAAC	Supply Documentation
66	FMS Country Code	Supply Documentation
67	FMS Case Number	Supply Documentation
68	FMS Charges	Supply Documentation
69	Household Goods Indicator Code	Fig. CC-2-11, rp 71
70	Net Weight of DPM Shipment	TOPS or Observation
71	Privately Owned Vehicle (POV) Model and Year	TOPS or Member
72	Privately Owned Vehicle (POV) Make	TOPS or Member
73	Privately Owned Vehicle (POV) State of Registration	TOPS or Member
74	Privately Owned Vehicle (POV) License Number	TOPS or Member
75	Privately Owned Vehicle (POV) Color	TOPS or Member
76	Consolidation Code	Appendix EE-3
77	Total Number of TCNs in Shipment	Observation
78	Total Number of TCNs in Data	Observation
79	Total supply Lines in Shipment	Supply Documentation
80	Total Supply Lines in Data	Supply Documentation

Note 1: The appropriate Document Identifier Codes are required when the looping structure explained in paragraph B.5.b is used to identify the TCMDs which document various levels of consolidation.

Note 2: Format 07 DEI 41 is the qualifier for DEI 42. That is, DEI 41 indicates whether the code value in DEI 42 came from the UN or NATO table.

**Figure CC-13-1. 2D Bar Code Data Sources and Authority (Cont'd)**

### General Cargo Shipping Label 2D Symbol Format

Compliance	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
1	2	3	4	5	6	7	8	9	10
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	1/4	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		10P		Commodity/Special Handling Code	an3	an2	AZ	RS	6
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity/ Special Handling Code	an2	an5	404K3	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7
			38	Nomenclature	an2	an..14	GBU-15 Assy	GS	17
			65	Ultimate Consignee/Mark For	an2	an6	AF5612	GS	9
			66	FMS Country	an2	an3	GER	GS	6
			67	FMS Case Number	an2	an3	CKM	GS	6
			68	FMS Charges	an2	n..5 v n2	54.22	GS	10

**Figure CC-13-2. General Cargo Shipping Label 2D Symbol Format**

Compliance	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			50	Type Pack	an2	an2	BX	GS	5
			40	UN Class/Division	an2	an2	1A	GS	5
			41	UN/NA	an2	an2	UN	GS	5
			42	UN/NA ID Number	an2	an4	2766	GS	7
			43	Compatibility Code	an2	an1	Z	GS	4
			49	Air Commodity / Special Handling Code	an2	an2	AZ	GS	5
			33	Special Priority	an2	an1	9	GS	4
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	GS	63
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RS	8
	06			Data Identifier Format Header	an2		06	GS	3
		12S		Document Number	an3	an15	WK4GEY80110232	GS	19
		N		NSN/NATO Stock Number	an1	an..15	5310011987585	GS	17
		7Q		Quantity with Unit of Issue	an2	n..5+an2	5EA	GS	10
		V		Routing Identifier Code	an1	an3	S9I	GS	5
		2R		Condition Code	an2	an1	A	GS	4
		8V		Distribution Code	an2	an2	7V	GS	5
		12Q		Unit Price	an3	n..7+an3	12345.90USD	RSEOT	15

**Figure CC-13-2. General Cargo Shipping Label 2D Symbol Format (Cont'd)**

**Vehicle (Non-POV/Non-Unit Move) Shipping Label 2D Symbol Format**

Compliance Character	Format	Format 06 DEI	Format 07	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	¼	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		10P		Commodity/Special Handling Code	an3	an2	AZ	GS	6
		I		VIN (Vehicle Serial Number)	an1	an17	V739GXL1794AB12PZ	RS	19
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity / Special Handling Code	an2	an5	404K3	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7
			33	Special Priority	an2	an1	9	GS	4
			18	Length	an2	an..5	12345	GS	8
			19	Width	an2	an..5	12345	GS	8
			20	Height	an2	an..5	12345	GS	8
			10	Equipment Model Number	an2	an..10	KZ456754	GS	10
			38	Nomenclature	an2	an..14	GBU-15 Assy	GS	17

**Figure CC-13-3. Vehicle (Non-POV/Non-Unit Move) Shipping Label 2D Symbol Format**

Compliance Character	Format	Format 06 DEI	Format 07	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			65	Ultimate Consignee/Mark For	an2	an6	AF5612	GS	9
			66	FMS Country	an2	an3	GER	GS	6
			67	FMS Case Number	an2	an3	CKM	GS	6
			68	Charges	an2	n..5 v 2	54.22	GS	10
			50	Type Pack	an2	an2	BX	GS	5
			40	UN Class/Division	an2	an2	1A	GS	5
			41	UN/NA	an2	an2	UN	GS	5
			42	UN/NA Number	an2	an4	2766	GS	7
			43	Compatibility Code	an2	an1	Z	GS	4
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	RS	63
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RS	8
	06			Data Identifier Format Header	an2		06	GS	3
		12S		Document Number	an3	an15	WK4GEY80110232	GS	19
		N		NSN/NATO Stock Number	an1	an..15	5310011987585	GS	17
		7Q		Quantity with Unit of Issue	an2	n..5+an2	5EA	GS	10
		V		Routing Identifier Code	an1	an3	S9I	GS	5
		2R		Condition Code	an2	an1	A	GS	4
		8V		Distribution Code	an2	an2	7V	GS	5
		12Q		Unit Price	an3	n..7+an3	12345.90USD	RSEOT	15

**Figure CC-13-3. Vehicle (Non-POV/Non-Unit Move) Shipping Label 2D Symbol Format (Cont'd)**

### Ordnance Shipping Label 2D Symbol Format

Compliance Character	Format	Format 06 DEI	Format 07	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	1/4	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		10P		Commodity/Special Handling Code	an3	an2	AZ	RS	6
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity/Special Handling Code	an2	an5	404K3	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7
			33	Special Priority	an2	an1	9	GS	4
			38	Nomenclature	an2	an..14	GBU-15 Assy	GS	17
			39	Number of Rounds	an2	n..6	112000	GS	9
			40	UN Class/Division	an2	an2	1A	GS	5
			41	UN/NA	an2	an2	UN	GS	5
			42	UN/NA ID Number	an2	an4	2766	GS	7
			43	Compatibility Code	an2	an1	Z	GS	4

**Figure CC-13-4. Ordnance Shipping Label 2D Symbol Format**



Compliance Character	Format	Format 06 DEI	Format 07	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			44	Net Explosive Weight	an2	n..6	449800	GS	9
			50	Type Pack	an2	an2	BX	GS	5
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	RS	63
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RS	8
	06			Data Identifier Format Header	an2		06	GS	3
		12S		Document Number	an3	an15	WK4GEY80110232	GS	19
		N		NSN/NATO Stock Number	an1	an..15	5310011987585	GS	17
		4R		DODIC	an2	an4	PL23	GS	7
		IT		Lot Number	an2	an..25	MCG77G002-060	GS	28
		7Q		Quantity with Unit of Issue	an2	n..5+an2	0005EA	GS	10
		V		Routing Identifier Code	an1	an3	S9I	GS	5
		2R		Condition Code	an2	an1	A	GS	4
		8V		Distribution Code	an2	an2	7V	GS	5
		12Q		Unit Price	an3	n..7+an3	12345.90USD	RSEOT	15

**Figure CC-13-4. Ordnance Shipping Label 2D Symbol Format (Cont'd)**

### Personal Property Shipping Label 2D Symbol Format

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	1/4	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		10P		Commodity/Special Handling Code	an3	an2	AZ	GS	6
		I		VIN (Vehicle Serial Number)	an1	an17	V739GXL1794AB12PZ	RS	19
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity/Special Handling Code	an2	an5	390Z9	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7
			33	Special Priority	an2	an1	9	GS	4
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	GS	63
			45	Last Name	an2	an..13	Smith	GS	16
			46	First and Middle Initial	an2	an..2	IM	GS	5
			47	Owner's Grade	an2	an2	GB	GS	5

**Figure CC-13-5. Personal Property Shipping Label 2D Symbol Format**

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			48	Type Shipment	an2	a1	A	GS	4
			69	Household Goods Indicator Code	an2	an1	B	GS	4
			40	UN Class/Division	an2	an2	1A	GS	5
			41	UN/NA	an2	an2	UN	GS	5
			42	UN/NA ID Number	an2	an4	2766	GS	7
			43	Compatibility Code	an2	an1	Z	GS	4
			70	Net Weight of DPM Shipment	an2	n5	12000	GS	8
			71	POV Auto Model and Year	an2	an6/n2	SABL96	GS	11
			72	POV Auto Make	an2	a4	MERC	GS	7
			73	POV State of Registration	an2	a2	VA	GS	5
			74	POV License Number	an2	an8	PAE8393X	GS	11
			75	POV Vehicle Color	an2	a3	BLK	GS	6
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RSEOT	9

**Figure CC-13-5. Personal Property Shipping Label 2D Symbol Format (Cont'd)**

### Unit Move Shipping Label 2D Symbol Format

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	1/4	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		N		NSN/NATO Stock Number	an5	an..15	8115001682275	GS	21
		6P		Item Id (Identifies an item by a TANCN, DODIC, NSN, etc.)	an2	an12	1234567890123	GS	15
		4R		DODIC	an2	an4	PL23	GS	7
		13S		Container Security Seal (MILSTAMP requires 0 fill)	an2	an8	90876787	GS	11
		1T		Lot Number	an2	an..25	MCG77G002-060	GS	28
		10P		Commodity/Special Handling Code	an3	an2	AZ	RS	6
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity/Special Handling Code	an2	an5	404K3	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7

**Figure CC-13-6. Unit Move Shipping Label 2D Symbol Format**

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			33	Special Priority	an2	an1	9	GS	4
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	GS	63
			05	UIC	an2	an6	B23456	GS	9
			50	Type Pack	an2	an2	BX	GS	5
			06	Bumper #	an2	an8	C2345678	GS	11
			08	Unit Name	an2	an...20	HHC, 1 <sup>ST</sup> SIGNAL BN	GS	23
			09	Equip Description	an2	an...20	HELICPR CARGO MH-60K	GS	23
			10	Equipment Model Number	an2	an...10	34-kkz	GS	13
			18	Length	an2	an..5	12345	GS	8
			19	Width	an2	an..5	12345	GS	8
			20	Height	an2	an..5	12345	GS	8
			36	Package Id/Serial Number	an2	an12	125469215	GS	15
			38	Nomenclature	an2	an..14	GBU-15 Assy	GS	17
			39	Number of Rounds	an2	n..6	112000	GS	9
			40	UN Class/Division	an2	an2	1A	GS	5
			41	UN/NA	an2	an2	UN	GS	5
			42	UN/NA Id Number	an2	an4	2766	GS	7
			43	Compatibility Code	an2	an1	Z	GS	4
			44	Net Explosive Weight	an2	n..6	449800	GS	9
			04	ULN	an2	an7	A234567	GS	10
			37	Vehicle Model Number	an2	an7	321456	GS	10
			51	Seavan Ownership Code	an2	a4	SEAU	GS	7
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RSEOT	9

**Figure CC-13-6. Unit Move Shipping Label 2D Symbol Format (Cont'd)**

### Seavan Shipping Label 2D Symbol Format

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
					DEI	Data			
[D]>				Compliance Indicator	an3		[D]>	RS	4
	06			Data Identifier Format Header	an2		06	GS	3
		JKUSM		Transportation Control Number (TCN)	an5	an17	SW31238013E221XXX	GS	23
		9K		TAC	an2	an4	F8WR	GS	7
		13Q		Piece Number	an3	n..4/n..4	¼	GS	12
		4V		Carrier Code	an2	an4	SEAU	GS	7
		3D		Ship Date	an2	an4	8077	GS	7
		2Q		Weight	an2	an..5	3870	GS	8
		10P		Commodity/Special Handling Code	an3	an2	AZ	GS	6
		13S		Seal Number	an3	an8	90876787	GS	12
		4V		Ocean Carrier (SCAC)	an2	an4	SEAU	GS	7
		51L		Zip Code (Origin)	an3	an5	45324	RS	9
	07			Free Text Format Header	an2		07	GS	3
			34	Document Identifier Code	an2	an3	TX1	GS	6
			03	Project Code	an2	an3	9EV	GS	6
			12	Cube	an2	n..4	0035	GS	7
			15	Water Commodity/Special Handling Code	an2	an5	404K3	GS	8
			21	Pallet Identification	an2	an6	DOVARC	GS	9
			23	Air Dimension Code	an2	an1	A	GS	4
			24	Container Number	an2	n5	13579	GS	8
			25	POE	an2	an3	JF6	GS	6
			26	POD	an2	an3	1N4	GS	6
			27	Consignee	an2	an6	AF5612	GS	9
			28	Transportation Priority	an2	n1	1	GS	4
			29	Consignor	an2	an6	W62N2A	GS	9
			30	Mode of Shipment	an2	an1	A	GS	4
			32	Required Delivery Date	an2	n4	8234	GS	7
			33	Special Priority	an2	an1	9	GS	4
			35	Free Text Comment	an2	an..60	free text up to 60 Characters	GS	63
			55	CDIST	an2	an1	A	GS	5

**Figure CC-13-7. Seavan Shipping Label 2D Symbol Format**

Compliance Character	Format Header	Format 06 DEI	Format 07 DEI	Data Field	Data Format Type/Length		Sample Data without DEI	Element Separators	Total Characters
			56	Number/Shipment/Unit Van	an2	n2	12	GS	5
			57	Number Pieces in Van	an2	n4	1234	GS	7
			58	Inside Cube	an2	n4	1234	GS	7
			59	Van Size	an2	n2	40	GS	5
			60	Van Number	an2	an8	12345678	GS	11
			61	Check Digit	an2	n1	9	GS	4
			62	Temperature Range	an2	an4	F632	GS	7
			50	Type Pack	an2	an2	BX	GS	5
			51	Seavan Ownership Code	an2	a4	SEAU	GS	7
			76	Consolidation Code	an2	an5	54321	GS	8
			63	Stop Number and Consignee	an2	an7	1AF5612	GS	10
			77	Total TCNs in Shipment	an2	n5	00502	GS	8
			78	Total TCNs in Data	an2	n5	00098	GS	8
			79	Total Supply Lines in Shipment	an2	n5	01468	GS	8
			80	Total Supply Lines in Data	an2	n5	00099	RSEOT	9

**Figure CC-13-7. Seavan Shipping Label 2D Symbol Format (Cont'd)**

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